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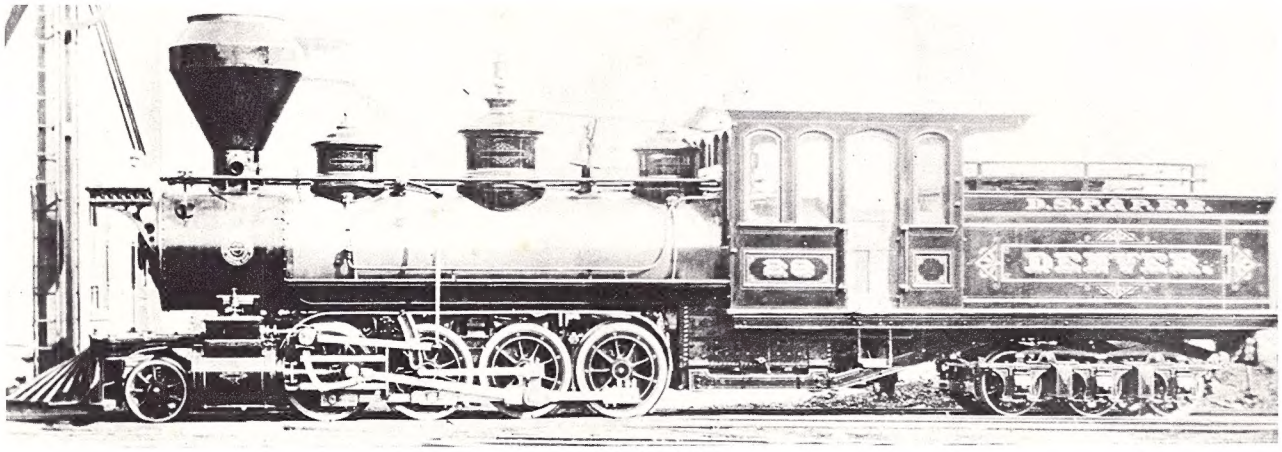

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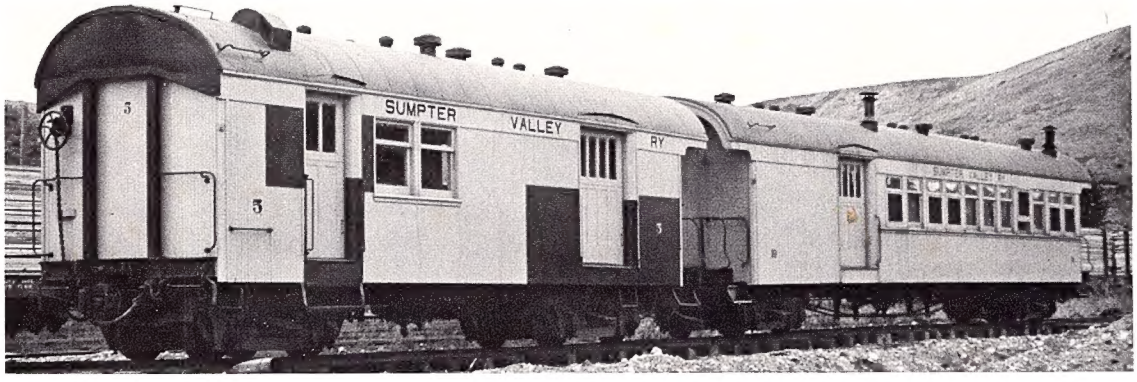

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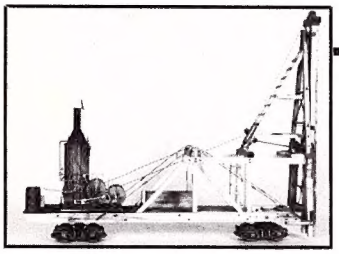
SEPTEMBER/OCTOBER 1981 VOLUME 7, NUMBER 4



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West Side Lumber Company Shay #7 is shown working her way back to the mill pond at Tuolume City, California. This painting by Steve Allely captures that indefinable charm that is narrow gauge logging.

The NARROW GAUGE AND SHORTLINE GAZETTE (ISSN 0148-2122) is published in March, May, July, September, November, and January by **Benchmark Publications, Ltd.,** P.O. Box 26, Los Altos, CA 94022. The contents of this magazine must not be reprinted without permission of the publisher. **THE NARROW GAUGE AND SHORTLINE GAZETTE** incorporates **Finelines** and **The Slim Gauge News.** All rights reserved.
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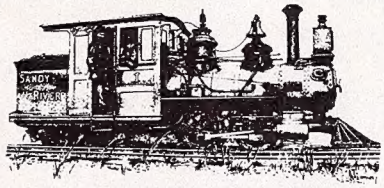

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Subscription Rates:
United States
2nd class mail..... $15.00 per year
1st class mail..... $30.00 per year
Foreign Rates (including Canada)
Surface..... $20.00 per year
1st class Canada... $30.00 per year
(U.S. funds please)

Authors:
Articles, photographs, and plans are welcome. When requested we will endeavor to return material in good condition. Payment upon publication. Author's instructions available upon request.

Advertising:
Advertising rates available upon request. Ad makeup service and typesetting available. **Benchmark Publications, Ltd.** reserves the right to refuse ads not keeping with the policies of the **GAZETTE.**

Dealers:
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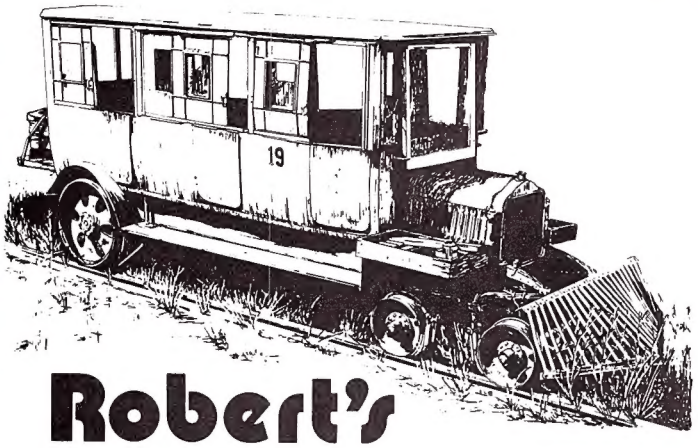


Robert's Ramblings....

In the May/June **GAZETTE** we announced the First Annual **GAZETTE/GRANDT LINE** Porter Loco Bashing Contest. Don't forget this contest. The deadline is November 1, 1981.

In this issue we are announcing the **GAZETTE/MDC GREAT LOCO BASHING CONTEST.** This contest is designed to get you to modify any of the MDC HO-HOn3 locomtotive kits into any kind of locomotive in any scale or gauge. The main idea of the contest is to encourage some creative loco bashing and see that you have some fun. The rules are simple. So read on and get bashing!

Erratum:
It has come to my attention that the Clear Creek Models gondola car kit reviewed in the last issue is no longer available as a set of epoxy castings. All Clear Creek Models' gondola cars are now made up of injection molded plastic parts.

Kenneth E. Westcott sent in this photograph of Colorado & Southern business car #911. A plan of the other side of this car was published in our May/June 1981 issue. The photograph was taken in Denver, Colorado in 1935.

Official Rule Sheet for the GAZETTE/MDC Great Loco Bashing Contest

1. Your model should be recognizable as coming from a MDC locomotive kit.
2. There is no limit on the parts you can use from other manufacturers or the number of scratch-built parts you can make.
3. You can convert your basic MDC engine to any scale or gauge.
4. Judging will be done by members of the **GAZETTE** staff and will be based on originality and execution.
5. Employees of **MDC** or members of the **GAZETTE** staff appearing on the masthead are not eligible for this contest.
6. First prize is a $100.00 savings bond and a two year **GAZETTE** subscription.

   Second prize is a $50.00 savings bond and a two-year **GAZETTE** subscription.

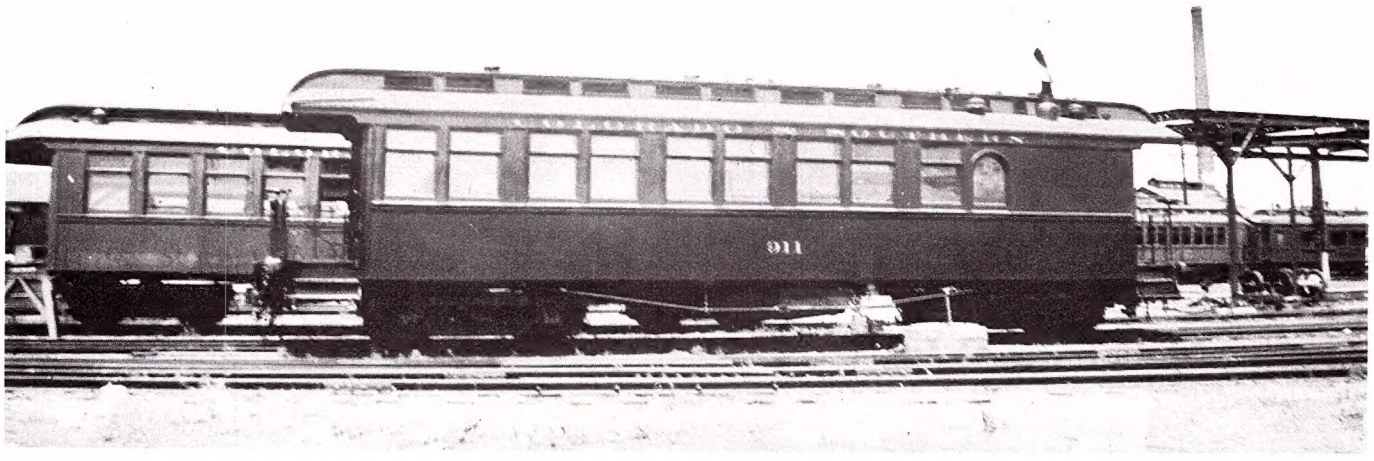
   Third prize is a $25.00 savings bond plus a one year **GAZETTE** subscription.

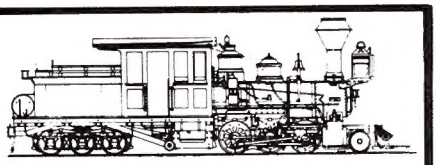
   Three honorable mentions will receive one year **GAZETTE** subscriptions.

   If you already subscribe, your present subscription will be extended. Everyone who enters will receive a certificate of participation.
7. **Do not send in your model.** Send black and white photos of good quality. Three-by-five or five-by-seven prints are fine. Also send us a short description of how you made your locomotive.
8. The deadline is March 1, 1982. All entries must be at the **GAZETTE** office by that date. Winners will be announced in the May 1982 **GAZETTE**.
9. All photographs and descriptions become the property of Benchmark Publications and can be published in the **GAZETTE** or used by **MDC** in catalogues and ads.

The Midwest Region, Calumet Division NMRA is holding their Fall Meet in Kankakee, Illinois on November 15, 1981. They are going to meet at the Mark Twain School, 2250 E. Court St., (just east of I-57/IL-17 interchange-Eastridge Ave. stop light & turn south) from 1:00 to 5:00 p.m. They have set up their meet as a Narrow Gauge & Shortline affair with swap, clinics, films, and model contests. The fee will be $2.00 at the door, women and children are free. For details write or phone Jim Washausen, 790 MacKinaw Ave., Calumet City, IL 60409. Phone 312/862-4557. There will be several layout tours after the meet.

Bob Brown





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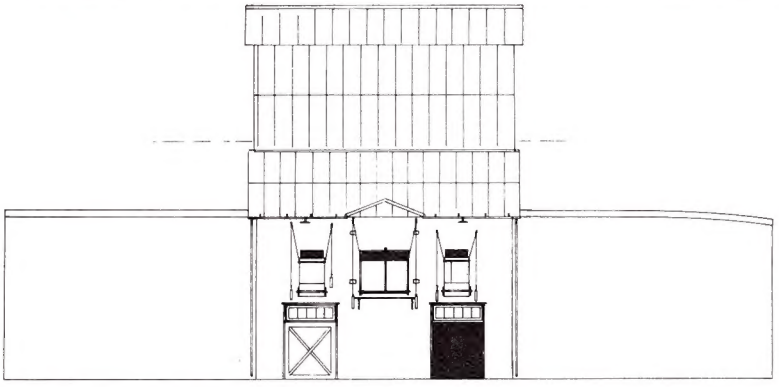

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The Pigeon Hole

Dear Bob,

I very much enjoyed Al Armitage's series on building a small cargo schooner for a railroad scene, and was pleased to see it illustrated with the photo of the *Horatio* loading at the WW&F dock. That has always been one of my favorites, and I hope some day to model such a rail-water setting.

Please note that the *Horatio* was indeed a schooner, albeit a larger one than Al constructed. The term schooner covers any vessel with two to seven masts on which the principal sails are all rigged "fore and aft" (that is, the yards or spars supporting the sails are secured to the masts at the end of the yard rather than in the center). Three-masted schooners like the *Horatio* were the backbone of the coastal lumber trade from the time of the Civil War to the Great Depression.

Modelers following Al's article may wish to track down a copy of Howard I. Chapelle's *History of American Sailing Ships,* which has detail photos of deck and rigging details, as well as plans for a big four-masted coal schooner. *(Remember them from the Kennebec Central chapters in The Maine Two-Footers* by Moody?) Another good reference is Chapelle's *American Fishing Schooners.* Not only does this contain numerous plans of a type of ship that might be seen near a narrow gauge wharf, but it also has numerous detail drawings explaining the construction and use of the various fittings for deck and rigging.

Yours truly,
Lee Rainey

Dear Bob,

There is a photo on page 78 of the May/June '81 **GAZETTE** that has prompted many of us to yell "Fraud!" Ex-D&RGW K-36 #485 cannot possibly be in the process of being readied for any kind of service on the C&TS – at least not as a locomotive. The #485 is the only K-36 to be scrapped – she wandered into the turntable pit at Salida in 1955 and was cut up and removed as scrap. She might be found on the C&TS in the form of rail or more likely as spikes – her remains most likely went to Colorado Fuel & Iron, along with the carloads of limestone she had been hauling down from Monarch – meanwhile – how many caught the "Sagami-Japan" stencil that had been applied to the equalizing reservoir of a C&TS K-36 – #484 – see NWSL's ad on page 95, March/April **GAZETTE**.

Sincerely,
Glenn Joesten

Dear Mr. Brown,

I am trying to collect data on pre-1920 Canadian rolling stock, including photos, roster dates, etc., and would welcome corresponding with those interested in same.

Sincerely,
Brian Matthews
P.O. Box 1426
Winnipeg, Manitoba
R3C 2Z1
Canada

Dear Bob,

Just got through reading your article on the Phillips Station in the November/December **GAZETTE**, and I noted your problem trying to get a weathered white.

Back when I was working for Timberline, I ran into this same problem when building mock-ups and display models. The solution turned out to be a remarkably simple paint mix which, even then, I dubbed "Aged White Mix". Perhaps you might try it and see what you think.

Floquil – 3 parts Reefer White, 1 part S.P. Lettering Gray.

As I say, it's a remarkably simple formula, but it results in a nicely toned down white with just a hint of gray to it.

Following this, I would lightly airbrush some Walnut Stain along the base to simulate dirt and mud splashed up from water dripping off the eaves. In some cases, I would carry this a step further and rub some green crayon on my fingers, then rub my finger on the base area to simulate a residual growth of moss on the "north" side.

Sincerely,
Daryl Ryder

Dear Bob:

Is there any chance of having this letter published in the Pigeon Hole? I am very interested in corresponding with someone in the United States or Canada about modeling in Nn3.

Sincerely,
Rudolf Kirchner
Ernst-Merk-Str 9
6701 Ellerstadt
West Germany

Dear Mr. Brown:

Do you have in your files or know where we might find a drawing of standard gauge arch bar trucks having a wheelbase of about four feet, using 24" diameter wheels?

The PennYork Lumberman's Club wants to have trucks of that general description built, to be used on 16 foot log cars that they will donate to the Pennsylvania Lumber Museum in Galeton, Pennsylvania. The club has already donated a Shay locomotive and a Barnhardt Log Loader.

They are having trouble finding a design for a short wheelbase truck to use with the short log cars.

If you can help them, please contact Mr. Kramer directly. He is directing the club's effort to donate an accurate lumbering railroad display to the state museum. His address is: Mr. B. E. Kramer, Penn York Lumberman's Club, Galeton, PA 16922.

Thank you.

Yours truly,
Glenn L. Van Winkle

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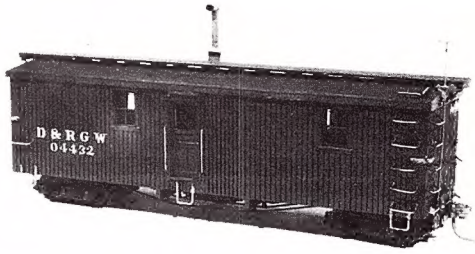

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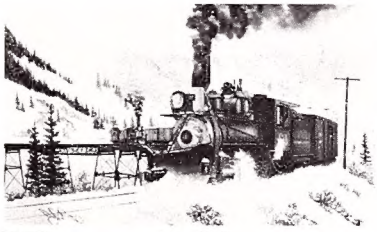
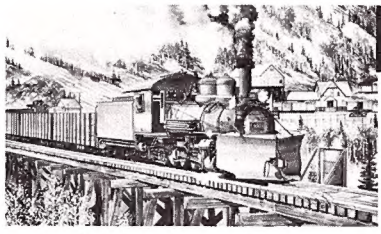
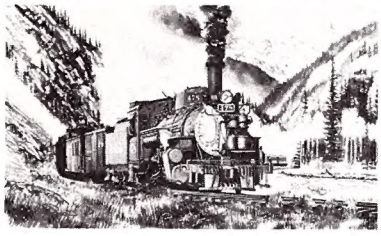
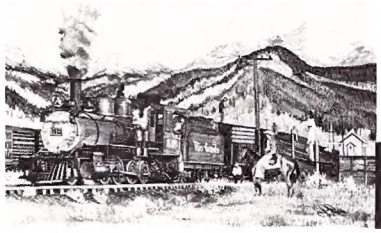

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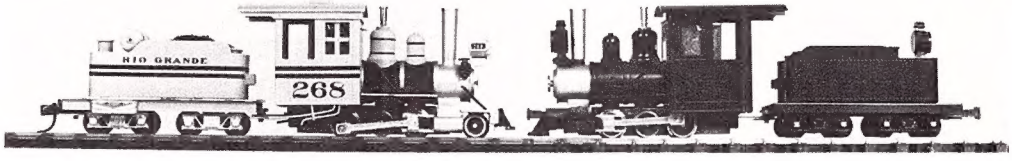

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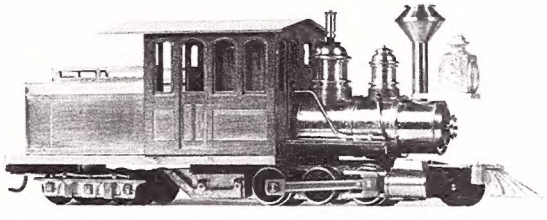

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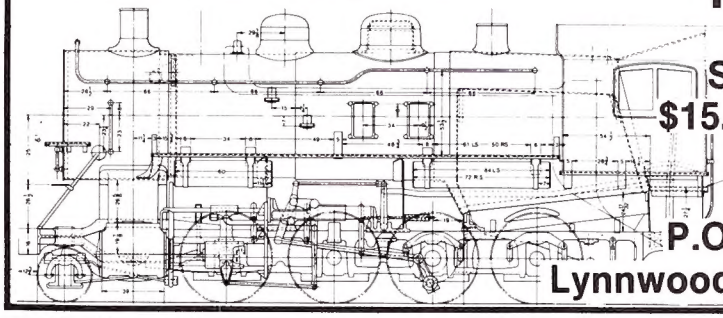

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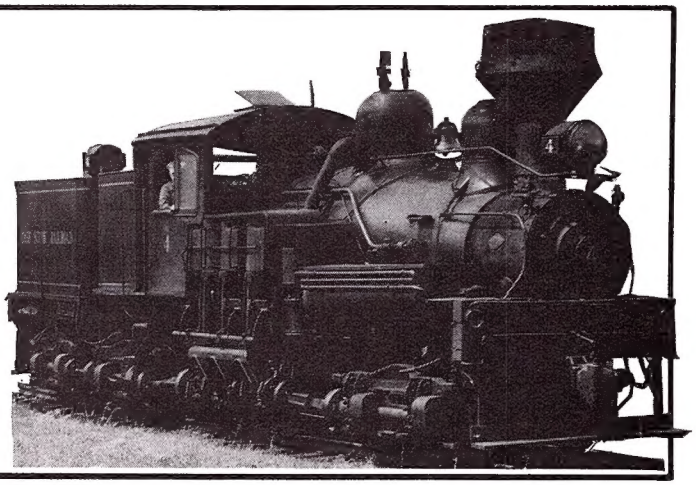

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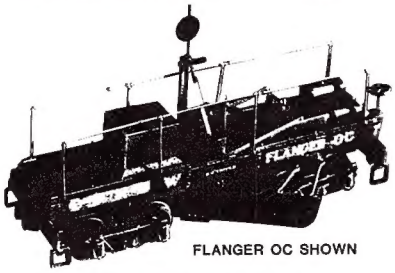

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WWF-3	No. 7, 2-4-4T	1907
WWF-4	No. 8, 0-4-4T (ex KC No. 3)	1892
WWF-5	No. 9, 0-4-4T (ex KC No. 4)	1891
WWF-6	RPO - Baggage No. 1	
WWF-7	Coaches No. 2 & 3	(Former Wiscasset & Quebec)
WWF-8	Coach No. 5	
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WWF-12	Boxcars No. 67-70 & 72	
WWF-13	Flatcar No. 118	
WWF-14	Boxcar No. 309 (ex W&Q No. 29)	
WWF-15	Caboose No. 301	
WWF-16	Coach No. 4 (smoker)	

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BH-7	Coach No. 17	
BH-8	Coach No. 18 (ex W&Q)	
BH-9	RPO - Baggage No. 30	
BH-10	Baggage No. 31	
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M-4	Boxcars No. 5-8	
M-5	Combine No. 3	
M-6	Boxcar No. 1	

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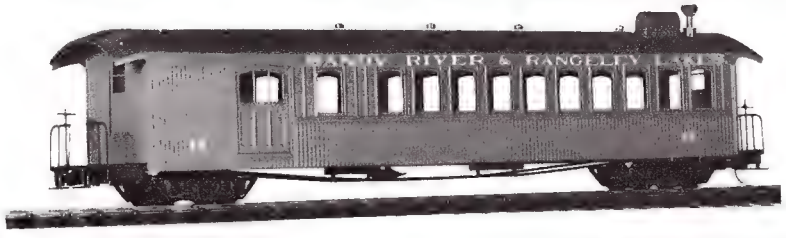

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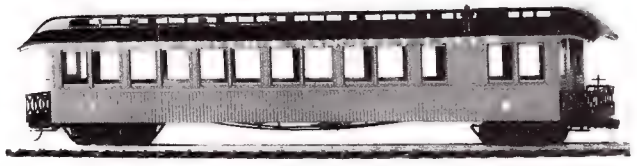

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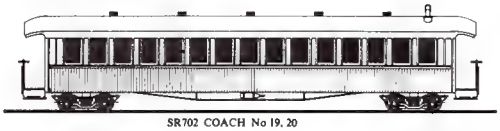

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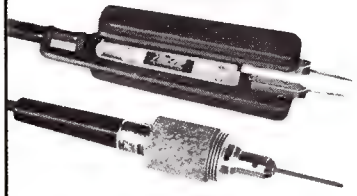

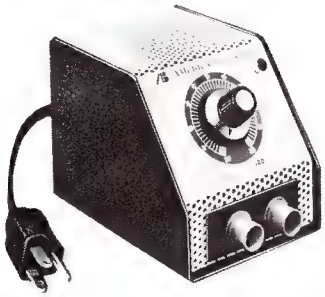

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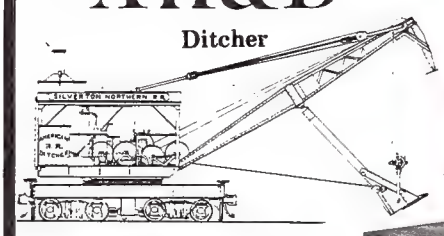

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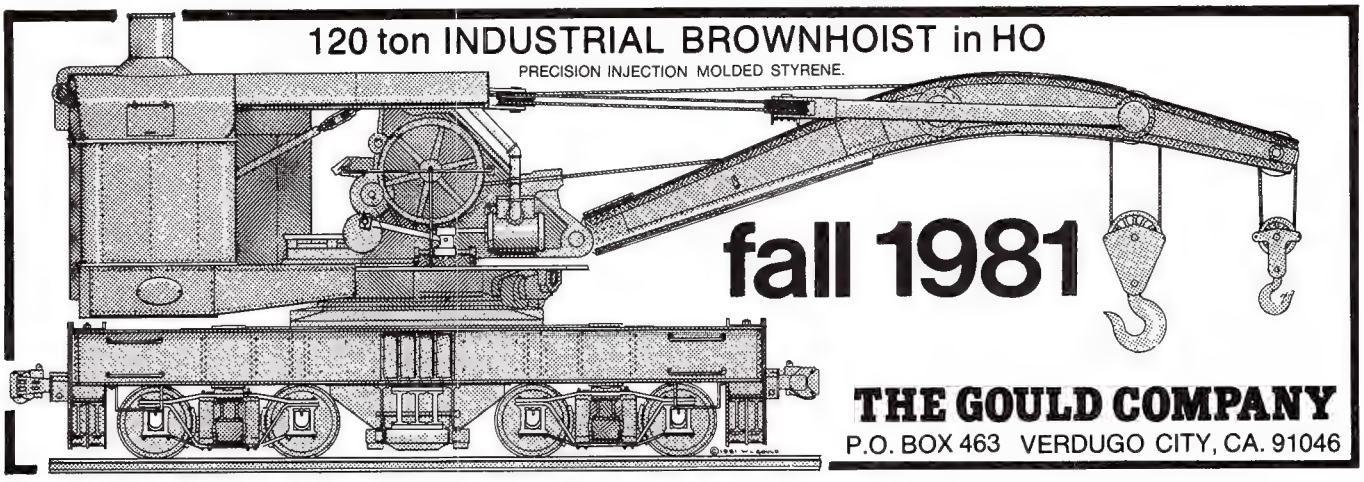
PROTOTYPE MODELER
P.O. Box 343
44 Maple St.
Danvers, MA 01923

Editorial Offices
567 Rockdale Ave.
New Bedford, MA 02740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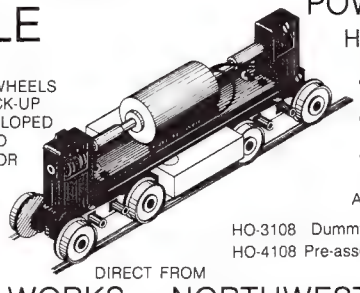

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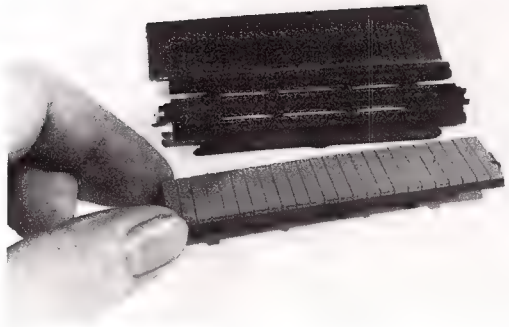
NEW in REVIEW

Chooch Enterprises Inc., Box 5767, Tacoma, WA 98405 has a new HO scale gas station kit available. I was very interested in assembling this kit because I assembled this same gas station in O scale and reviewed it in the July/Aug 1980 **GAZETTE**. The HO kit is a real delight and very easy to assemble. The only tricky part of the kit is the three-color paint scheme. The kit consists of pre-cut sheet styrene sides and roof. The windows are printed clear sheets which have to be trimmed and glued in place. The front door is a styrene injection molding as is the fancy girder brace under the front roof of the building. You do have to cut two triangular braces to keep the roof in shape. The base of the model consists of a urethane casting which has the sidewalks, building foundation and pump island all cast in one piece. The kit has many soft metal details such as the gas pumps, oil cans, tires, garbage cans, drinking fountain, air compressor, and coke machine. I found most of the parts of this kit fit together well and the instructions were clear. The glass for the pump tops was cut crooked which made it hard to assemble the pumps. You will find the painting easier if you use artist's tape rather than masking tape. I sprayed my entire building white, let it dry and then ran a strip of tape around the middle of the building. I then sprayed the top of the station blue and the bottom red, let it dry and removed the tape. The detail parts were hand painted and the base was sprayed a dark grey. *Bob Brown.*

Chooch Enterprises, P.O. Box 5767, Tacoma, WA 98405 has a very nice set of billboards for sale in both HO and O scale. The billboards have been available for some time now but I finally got around to assembling the O scale kit. The kit is easy to assemble and makes into two large sign boards. The basis of the kit is a sheet of cardboard which you have to brace and trim with stripwood. A plastic lattice-work is provided for the underpart of the billboards and white metal castings are provided for the fancy top trim and the turned columns on each side of each board. The actual signs are four color prints done on light paper. Three signs are provided plus two posters. The billboards can be made to any size you need. These are quick and easy kits and will add color and atmosphere to any model railroad. The pair of billboards sells for $16.00 in O scale and $8.00 for five billboards in HO scale. *Bob Brown.*

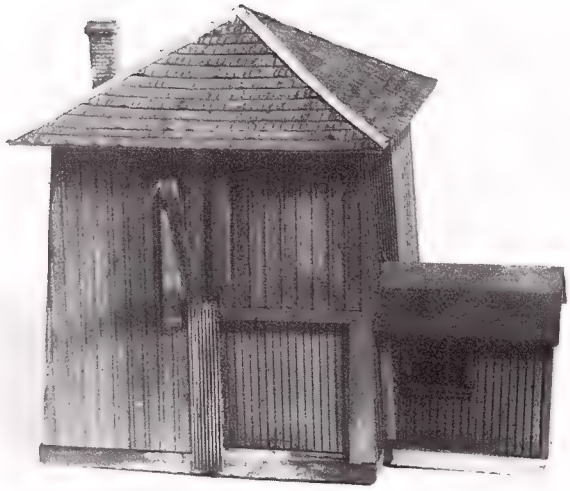
Russ Simpson, P.O. Box 256, Smith Flat, CA 95727 has issued a new kit consisting of a pair of HOn3 West Side Lumber Company 24 foot flat cars. These little cars sell for $15.00 per pair. They consist of a one piece styrene injection molding of the main body plus separate castings for the end beams, buffer blocks, and the deck. The parts all have details such as nuts and bolts cast onto them. The brake cylinder is brass and the truss rods are nylon. To assemble the cars you clean up the castings, drill four holes in each end beam, assemble the car, thread and glue in the truss rods and paint the car. The deck is painted separately because it looks better in a wood color. The castings are designed to accept Kadee couplers. The cars come with complete instructions and are less trucks and coupler. *Bob Brown.*

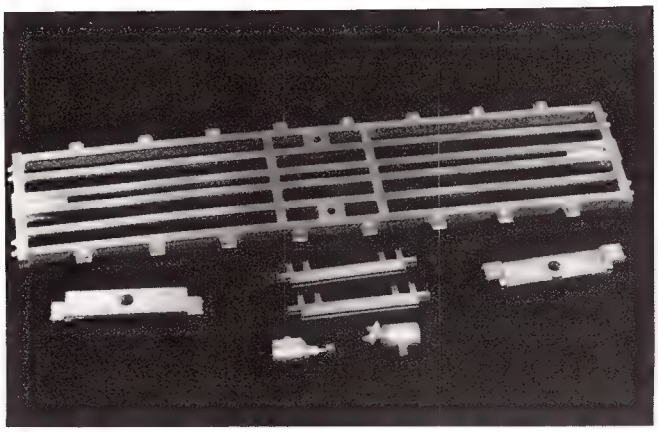


The Village Depot, 710 North 19th St., Cottage Grove, OR 97424 selected a C&S four wheeled caboose as their first Sn3 car kit. I found this appealing little car a pleasure to build. The kit sells for $37.00. The kit does require care in assembly. My kit was missing the roof walk pieces but had extra fascia strips. The car consists of sheet styrene sides, ends, roof, and floor. You have to cut the window and door openings into the sheet styrene. The end doors and windows are plastic castings as are the cupola, and roof braces. The underframe is made up of white metal castings as are the end beams, steps, smoke jack, brake cylinder, brake beams, brake wheel, and the ladder sides. The ladder rungs are made out of brass wire. You have to bend up the hand rails and end platform end rails out of brass wire. The wheels are plastic. I had a little difficulty with the instructions. I feel they could be more complete. The ladders did not reach the end beams and the roof was tricky to fit. However, the caboose is a very nice model which should look great trailing your C&S freight up Clear Creek. *Bob Brown.*

Mobile Fidelity Sound Lab, P.O. Box 919, 21040 Nordhoff St., Chatsworth, CA 91311 has pressed a beautiful pair of 33⅓ hi-fidelity records recording SP GS-4 #4449. The records have 16 different recordings of the engine and train as they run by. The jacket describes where and when each of these recordings was made. The last side of the second record was recorded in the cab of the locomotive as she thunders along. The records come packed in a cardboard jacket decorated with four large color photographs. Each record is packed in its own cardboard folder within the main jacket. The recordings are also available on cassette. Both the records and the cassettes are limited run productions. The quality of the record is wonderful. If you enjoy listening to the sound of steam engines (and who doesn't) then do not overlook this recording. The #4449 set sells for $29.95 in either cassette or record. This record set is one of a series that MFSL is producing so write to them for information on future sound offerings. *Bob Brown.*

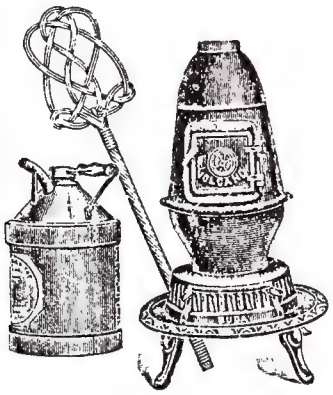
Whiteground Model Works, P.O. Box 273, Randallstown, MD 21133 has issued their second East Broad Top kit in HO scale. Their first kit was for the sanding tower at Orbisonia, Pennsylvania. Their second kit makes into the covered water tower used at Saltillo, on the EBT. I found the water tank easy and quick to assemble. Since it is made of wood there is a good opportunity to weather the water tank. The kit consists of pre-cut sides which have to have the doors and windows cut into them. The windows are plastic injection castings as are the spout and spout details. The roof is made from a sheet of cardboard and covered with Campbell paper shingles. Templates are provided for the sides and roof. The base of the tank is a plaster casting. The little section house attached to the water tank also has a plaster base, wooden sides and a cardboard roof. The instructions are clear and well done. I assembled my kit and sprayed the plastic parts. I then brushed the model with Floquil Grime and Boxcar Red. I dipped the brush in the red and then in the Grime and then brushed the model to create the streaked and weathered effect I wanted. I flushed the plaster parts and the roof with dirty thinner. The structure also has a plaster brick chimney. This little water tank sells for $24.95 and is a welcome change from round tanks. *Bob Brown.*





Westco Products, 2100 Westmont Dr., Alhambra, CA 91803 has a new HOn30 white metal underframe casting available. The casting is very clean and is 28 feet long and 6 feet wide. The underframe has the sills, end-beams, stake pockets and end-beam nut and bolts cast in one piece. The truck body bolsters, needle beams, and two brake cylinders are separate castings. You can position the bolsters and needle beams to fit your trucks. The bolsters are designed to fit Kadee N gauge archbar trucks and the car is ready to accept Kadee HOn3 couplers. These underframes sell for $5.25 each. There is a 10 percent discount for purchases of six or more frames. These castings provide the modeler with a detailed underframe to use as the base for all kinds of freight cars. They are heavy enough to make sure you have a consistent weight with a low center of gravity. I am sure you HOn30 modelers will find many uses for this product. *Bob Brown.*

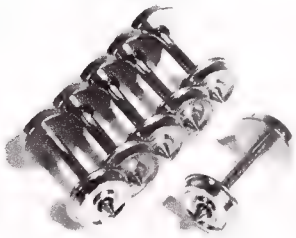
Columbia Valley Model & Engineering Company, P.O. Box 2206, Bellingham, WA 98227 has two HO scale structures available. The first is a small turn of the century house which sells for $24.95. The second is for a small gas station of the 1940's which sells for $18.95. The gas station is based on a prototype which was located in Bellingham, Washington. I have not assembled this kit but do have a sample for examination. The kit consists of good clean scribed siding and stripwood. The vertical cuts for the windows and doors are already cut into the sides. You have to cut the door and window tops and cut the siding to size. The windows are good quality plastic injection moldings. The doors and two oil drums are also plastic castings. The chimney and the gas pumps are white metal castings. The gas pumps are modern style and do not have the glass top so common on early pumps. It is nice to see this style of pump available. There is a mass of stripwood in the kit because of the trim on the station and the extra shed and wood fence which comes with the kit. The lettering consists of signs which are printed on light cardboard. This kit provides you with a complete scene consisting of the gas station, sign, fence, shed, and repair rack. The design of the station is unique and the kit components are clean and seem well designed. *Bob Brown.*



Bits & Pieces

What's New in Detail Parts

by Bob Brown



NorthWest Shortline, Box 423, Seattle, WA 98111 has released the first in a series of new HO gauge wheelsets. The wheels come with either a .088 or .110 tread width. The narrower tread is designed to be more compatible with HOn3 and should work well with dual gauge track. The first wheels available are 36-inches in diameter. They are all brass and have been nickel plated. These wheels are non-magnetic and are insulated on one side so they can be used for power pick-up. The axles have cone pointed ends and fit Athearn and other cone pointed journals. The wheels have been tested individually for wobble and true running and come packaged in sets of six wheelsets. Each package sells for $5.95.

Crummy Products, 5007 Darnell, Houston, TX 77096 has some very nice trees available. These trees come fully assembled and packaged in plastic bags. The trees are multi-scale and come in two sizes. The small trees (#101) sell for $5.99 for three and the large trees (#102) sell for $6.99 for two. The small trees are 4 to 5 inches tall and the large trees are 8 to 9 inches tall. The trees are colored a very nice green and have very realistic foliage. I plan to plant my samples on Tuolumne Forks and Phillips.

Grandt Line Products, Inc., 1040-B Shary Ct., Concord, CA 94518 has two new wheelsets available. These wheels are cast in Delrin and have a scale two and ¾ inch brass axles. They are brown in color and sell for $1.50 per set of four wheelsets. The wheels are 20 inches in diameter and are available in either HOn30 or HOn3.

Chooch Enterprises, P.O. Box 7567, Tacoma, WA 98405 is continuing to issue new structures and detail parts. The only way to keep up on these new details is to write to Chooch for their price list. I have several samples of some of the latest parts. I can only mention a few. There is a very nice set of period posters or signs in both HO and O scale in full color. I have assembled a pair of ¼ inch scale white metal roll top desks and a wooden file cabinet that comes with four separate ledgers. I have also painted up some old style letter boxes. Some other parts are: HO scale garbage cans, drinking fountains, a seven foot chimney with a tapered flue, acetylene tanks, oil racks, auto tires, scales, air compressors, oil syphons and bunkers, open top coke machines, 15, 30 and 55 gallon oil drums, and a wood braced factory door in plastic. Chooch also has some flexible conduit and some very nice chain with 30 links per inch. The coke machine is also available in N scale. Keep in touch with Chooch and watch the pages of the **GAZETTE** to make sure you have enough details to bring your scenes to life.

In Brief...

Floquil, Rt. 30 North, Amsterdam, NY 12010 has issued a new color. It is called Rail Brown and is a cross between Rust and Roof Brown. It is more of a dark tan than Rust Brown. It is a good color for rail and trucks. If "Rust" is too orange and "Roof" is too brown this paint is just right for you ...

Key Imports, Inc., 655 Redwood Highway #165, Mill Valley, CA 94941 has issued D&RGW #345 in HOn3. This little C-19 2-8-0 is one of several C-19's that Key has imported. The RGS #41 and the D&RGW #340 will also be imported. The #340 will be available in limited quantity painted and decaled. The RGS #40 is sold out so contact your local dealer is you want one ...

Ye Olde Huff-N-Puff, P.O. Box 53, Penna. Furnace, PA 16865 has purchased the rights to produce the HO scale Drake oil well previously manufactured by Stewart Products. This kit makes into a unique model which will allow you to practice your weathering skills ...

Pro-Custom Hobbies, 742 Frederick Rd., Catonsville, MD 21228 is selling a B&O bay window caboose kit in HO gauge. The kit consists of pre-cut basswood and white metal castings. B&O decals are also provided. This caboose would look fine on a short line which was using cast-off mainline equipment. The kit sells for $9.95 less trucks and couplers. Pro-Custom is also a good source of the growing line of LeeTown HO Mack trucks, and the extensive line of HO-HOn3 LaBelle car kits ...

Grandt Line Products, Inc. 1040-B Shary Ct., Concord, CA 94518 has issued their new On3 C&S/RGS steel underframe stock car. This kit is superb. The model is entirely cast in styrene and Delrin except for the pre-formed hand-grabs, wheel axles, and brake wheel. A full review will be a later issue since we got our sample just before deadline. The detail on this kit is unbelievable, the parts fit, and the instructions are very clear. Write to Grandt Line or see your dealer for this kit. It sells for $37.50 complete with trucks, couplers, and decals ... Grandt also has several new parts available such as cigar store Indian, an Ophir-Dolores depot window, door and trim set, and RGS station details, all in On3 to name a few. Coming is a ¼ inch scale store clerk/bar keeper ...

Tarjany Publications, P.O. Box 46, Calabasas, CA 91302 has two new plan packets for sale. Each plan set sells for $1.95. They are beautifully drawn obviously by a modeler for modelers. The first packet (#1) is for SP narrow gauge box car #18. The set consists of three sheets. One with detail photos, one with an HO scale plan and one with an ¼ inch scale plan. There is also a short written history of the car on one of the sheets. The second plan packet is for SPNG #258 which is a low side gondola now at Griffith Park, Los Angeles. These cars were numbered 201 through 206. This set also consists of three sheets with plans in both HO and ¼ inch scales. Tarjany's next packet is for an SP standard gauge handcar shed ...

Don Winter, 655 Newport St., Denver, CO 80220 is really planning some interesting items. Due to come out in On3 are a Westside Skeleton log car at $31.95, Jordan Spreader OU at $225.00, a Shay powered steam roller at $26.95, a C&S caboose for $44.95, John Deere and Waterloo Boy Tractors, plus a Thrall High Side Gondola in O gauge. Don is also issuing a line of LGB size mine and plantation four-wheel cars ...

Cowells, Inc., 226 East Adele Ct., P.O. Box 427, Villa Park, IL 60181 has a new catalog ready. Cowells sells a beautiful line of small British made machine tools. They have a lathe, a vertical milling machine, a precision grinder, a miniature drill press, and a full line of accessories for these tools. They also sell the Stuart Turner line of casting sets for small stationary steam engines. Of real value to our readers is the extensive line of British model engineering books for sale through Cowells. Write for their catalog and their book list ...

Architectural Model Supplies, Inc., 115-B Bellan Blvd., San Rafael, CA 94902 has a catalog worth looking into. The catalog is 35 pages long and sells for $2.00. It lists professional architectural model supplies such as glues, foams, foliage, finishes, paints, scale lumber, various surface material such as bricks and stone, people, office furniture, vehicles, trees and so on. Included in the catalog is detailed information on how to use the materials. For example the section on polyurethane foam shows you how to use this material for scenery. If you are into scenery look into this catalog ...

San Juan Engineering, 34 Ramsey Dr., Summit, NJ 07901 has their new ¼ inch scale Cumbres station available. The kit consists of Grandt Line doors, windows, eave brackets, and semaphore. The chimney is by Yorke, wood by Kappler, and decals by Thinfilm. The price is $45.00. SJE has a few Howe Pony Truss bridges available at $31.50 each ...

Clover House, P.O. Box 62, Sebastopol, CA 95472 has catalog #3 out. This catalog lists Clover's extensive line of wood, ties, tools, glass, sheet metal, rod and pipe, chain, the Perle's dry transfer line, and poles and barrels. The catalog sells for $1.50 ...

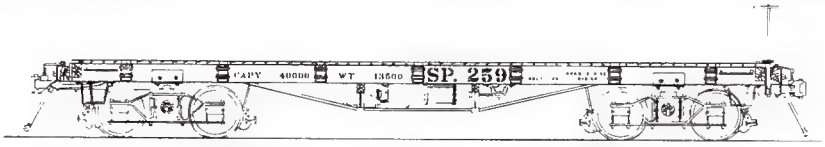
Westside Models Co., P.O. Box 99, Aptos, CA closed its doors in August. They will be missed. One of the last HOn3 locomotives offered by this firm was the Colorado & Southern 2-8-0 #75. The engine was reproduced as it was in service prior to the second World War. The locomotive has 37 inch drivers and a can motor. The model has clean piping and castings. Eighteen years ago WS imported 25 units of C&S #76 followed a few years ago with C&S #74 which was also RGS #74. So with #75 you C&S fans have three engines for your rosters ...

V&T Shops, Box 5597, Washington Station, Reno, NV 89513 has three new items ready. The first is for an Sn3 SPNG #400 combine. These cars were used as cabooses both on the SP and the South Pacific Coast. They were Carter-built, duck-billed passenger cars. The kit is cast in urethane and has white metal trucks. The detail is good and the sides fit into grooves on the underside of the roof. The combine sells for $32.00. The second kit is for a derelict C-16 and a C-17 or C-18 MDC 2-8-0 conversion. In other words you get the entire C-16 and the parts to convert the MDC if you already have the 2-8-0 kit. This kit sells for $35.00. The third new kit is for a conversion for the AHM HO gauge Heisler. The conversion kit will turn your Heisler into either an On2, On3 or On30 locomotive. You get castings and detail parts in urethane and white metal plus instructions on turning down or adding on to the AHM axles to modify the gauge where necessary. This kit sells for $40.00. Look for more detailed reviews in future issues ...

New England Rail Service, P.O. Box 1014, Burlington, VT 05402 publishes the **New England States Limited.** This fine magazine comes out four times per year and sells for $3.75 per issue, and deals with the railroads of New England. It is well printed and has very little advertising. My issue was sent to me by a reader because it had two articles on the Sandy River & Rangeley Lakes RR. Most of the rest of the issue was devoted to the history of Bellows Falls, Vermont. There were some reviews of New England brass locomotives including a lengthy discussion of the NJ International Forney by Tom Watson. This is a must read magazine for anyone interested in vintage railroading or the New England scene. Subscriptions are $12.00 per year ...

NJ Custom Brass, 22 West Nicholai St., Hicksville, NY 11801 has a new all brass GRAMPS U.T.L.X. tank car out in Sn3. It comes with trucks. Also check out their new GE 44 ton diesel, the new Great Northern class L-2 2-6-6-2 and the forthcoming Sumpter Valley 2-6-6-2. That GN locomotive would make a great shortline model ...

The Hobby Barn, 365 Court St., Plymouth, MA 02360 has a two-foot gauge catalog available. This book lists all the two-foot material made and sold by Portland Products. Anything of use for On2 can be found. Also there are some ½ inch two-foot parts listed plus the old Model Engineering Works 7/16th scale parts which work well in the larger scales ...



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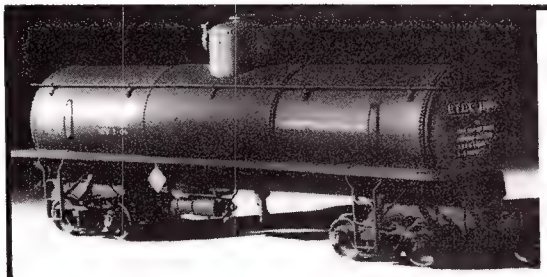

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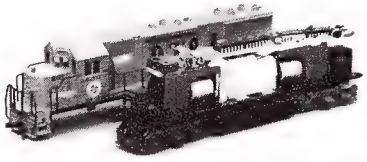

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The Narrow Gauge SCENE

by Charlie Getz

THE EAST BROAD TOP: YESTERDAY, TODAY, TOMORROW?

There is a fantasy many of us secretly harbor. One fine summer's day, we stumble across two wobbly streaks of rust, running somewhat parallel and spaced three feet apart. On rotted ties through a forest of weeds and underbrush, we follow the trail until we discover a complete yard, full of quite weathered rolling stock, shops with tools and machinery intact, a roundhouse full of silent yet serviceable steam engines, and all untouched by the hand of time. Impossible? Unfortunately, yes in Ophir, Alamosa, or Laws; fortunately no in Orbisonia. For here, the impossible has happened. Not operated as a common carrier since 1956, the East Broad Top is intact, and even operates under steam.

It should be enough that an authentic 3-foot railroad runs excursions, but to have such an operation coupled with an intact 19th Century physical plant should be irresistible. Sadly, the East Broad Top is really a forgotten narrow gauge. No swarms of EBT fans devour its right-of-way, such as can be seen in Colorado, 30 years after most of the narrow gauge there ceased operation. There are no epic tomes by Mallory Hope Ferrell or Beebe and Clegg on the wonders of Mount Union in the spring, as there are on the Rio Grande Southern. One has to search through piles of Rio Grande kits to find a lone EBT car kit.

Frankly, I don't understand the reason for this lack of interest, for the EBT has a *lot* going for it, and indeed, I was surprised at some of the things I learned on a recent trip to EBT country. For example, historically did you know the EBT was contemporaneous with that "pioneer" American narrow gauge, the Denver and Rio Grande? In some ways, you could say the EBT *preceded* the Rio Grande.

First proposed around 1850 after the Huntington and Broad Top Railway built a line in the area, the East Broad Top was actually incorporated in 1856, some 14 years prior to General Palmer's Rio Grande. Due to incorporation problems and the Civil War, it wasn't until 1871-2 that the EBT was again proposed – and constructed as a three-footer. Ario Pardee, who had converted the East Tennessee and Western North Carolina (Tweetsie) to narrow gauge, was apparently responsible for the EBT's gauge. As it was for the D&RG, narrow gauge was ideally suited to the rugged Appalachian terrain and the economics of the era.

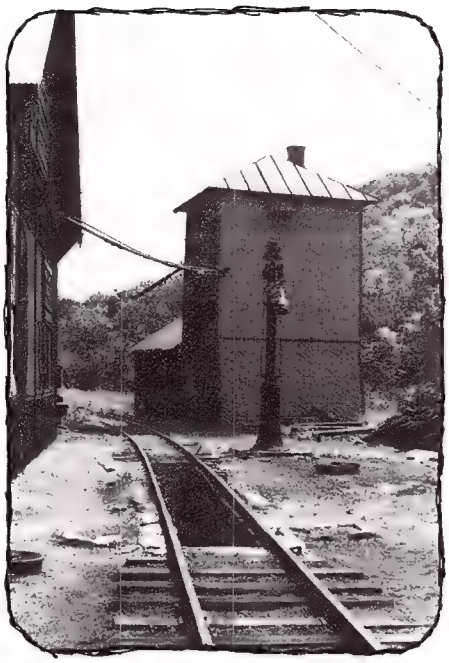
Constructed south from its connection with the Pennsylvania Railroad at Mt. Union, the rails reached Rockhill Furnace (later Orbisonia) in 1873. There, a massive terminal and yards were established, which for the most part is still intact. From there the road labored up Broad Top Mountain via four percent grades, a mule-shoe curve (shades of Ophir and Tanglefoot) and two tunnels. The line was extended thirty miles from Orbisonia to Robertsdale, into the very heart of this rich coal-producing area. Branches were constructed to reach the more remote mines, and the road stretched 57 miles from Mt. Union to the coal fields.

There the situation stood for years; the road steadily operating despite panics and depressions. In the early years of this century, the road went through a major rebuilding much as the Rio Grande did in the 1920's. The right-of-way was upgraded, heavier motive power was purchased, and general improvements were made. Steel hoppers and boxcars appeared – an event never to be on the Colorado lines. One of the first railroad concrete arch bridges was erected, and it still stands. The early Consolidations and ten-wheelers were replaced by 2-8-2's, some of which still operate. The EBT even had a "goose" of sorts – gas electric railcar M-1.

In effect, the EBT was a modern class one road that just happened to be built narrow gauge. This "modern" image was further reinforced by the EBT's unique interchange policy. When a standard gauge freight car appeared at Mt. Union yards, an overhead crane hoisted each end in turn off its trucks. Narrow gauge ones were substituted and a new aluminum coupler housing slipped in place. The 85 lb. rail and clearances could handle both weight and width. On the return this operation was reversed.

Thus did the railroad operate until 1956, when business had eroded to the point of no return. The old familiar tune of highway competition and declining revenues was played on the EBT as effectively

Probably no other car has become so associated with the EBT. *Photo by Charlie Getz.*



The sandhouse and water plug at Orbisonia today. *Photo by Charlie Getz.*

as anywhere else – with one difference. Unlike other roads, the EBT was *not* dismantled after being sold for scrap. The Kovalchick Salvage Company let the road lie fallow until 1960 when an excursion was operated in honor of Orbisonia's bicentennial. So successful was this event that limited excursion operation has continued to the present.

Today, the EBT operates on weekends during the summer, with a justly-famous "Winter Spectacular", one weekend in February. Otherwise, you can prowl around (but not *in*) the shops at Orbisonia, and trace the line over much of its length. The Shade Gap Electric runs standard gauge trips from Orbisonia, as well. Granted, the scenery is somewhat tame compared to the Rockies, but the hills of Pennsylvania have a lush charm all their own.

Learning about the EBT is tough, but not impossible, Carstens Publications, P.O. Box 700, Newton, New Jersey 07680, has an excellent picture story by Ross Grenard and Richard Kramer on the EBT, primarily set in the 1940's and 1950's. The EBT itself publishes a "souvenir booklet" by Frank Kyper, which is a concise source of information on the road. (And from which I heavily borrowed for this narrative). Aditional information can be found in Railway and Locomotive Historical Society Newsletter #110 (April, 1964); national Railroad Historical Society Newsletter 27-2 (1962); the August 1941 **TRAINS**, July, 1951 **RAILROAD MAGAZINE**, September, 1952 **RMC**, and December, 1960 **TRAINS**, and the December, 1971 **MODEL RAILROADER**. The **MR** article is especially good, with a track plan of the EBT's better features.

On3 plans for EBT Mikados numbers 14 and 15 can be found in the November, 1975 **RAILROAD MODEL CRAFTSMAN**, and the September, 1961 **MR** had HOn3 plans for Mike #16. That same issue of **MR** contains plans for an EBT coach and complete freight train of caboose, boxcar and 30-ton, 2-door steel hopper. Plans for the 3-door hopper can be found in On3 in the February, 1974 **RMC**, and in HOn3 in the June, 1980 **MR**. An excellent article on building an EBT caboose appeared in the May, 1974 **RMC**. Also don't forget the article and plans by Joel Altland which appeared in the March/April 1979 **GAZETTE**.

EBT kits are rare. Quality Craft has fine kits in HOn3 and On3 for EBT hoppers and its caboose. White Ground Model Works has produced HOn3 versions of the Orbisonia sanding facility, coal dock and the Saltillo water tank. Precision Scale Models has a brass On3 model of the EBT hopper, and Sunset recently imported EBT Mikes in On3. I am aware of no HOn3 EBT imports.

Durango Press has a nice little model of the steam engine firebox cleaning rack found at Orbisonia available in HOn3.

Pretty small list! Perhaps the EBT is too remote, or just too similar to 1940 era Class one roads. My personal theory is that the lack of such "essentials" as quaint equipment (how quaint is a 3-door steel hopper after all?), the "traditional" narrow gauge look, spectacular hair-raising scenery, and a major book have prevented the EBT from acquiring the recognition it deserves. Whatever the reason, it's a real shame that the following that could be there, hasn't developed. At least, not yet. Rumor has it that 1982 may be the Year for EBT. A comprehensive book is planned, and there is serious talk of extending the present limited operation. But it's really up to all of us, as narrow gauge fans to spread the word and support the EBT, or any of the few remaining narrow gauge lines, for that matter.

The EBT of the future? We hope not. *Photo by Charlie Getz.*

It was terrific to see many of you at the recent NMRA convention in San Mateo. I hope to see more of you in St. Louis for the Narrow Gauge Convention, if my plans don't change. Speaking of changed plans my thanks to the many overseas readers who offered to greet me in Europe. Unfortunately, I've had to postpone that trip for awhile.

Well, enough for now. As Fall approaches, and modeling season begins, do give some thought to the EBT. And won't you share your modeling with us in the **GAZETTE**? Write if the mood strikes.

Charlie

The EBT as it was. This caboose hop was photographed back in the late 1940's by Vince Ryan.

GONDOLA CARS OF THE DENVER & RIO GRANDE

Part 2: Classes 8-9-10-11

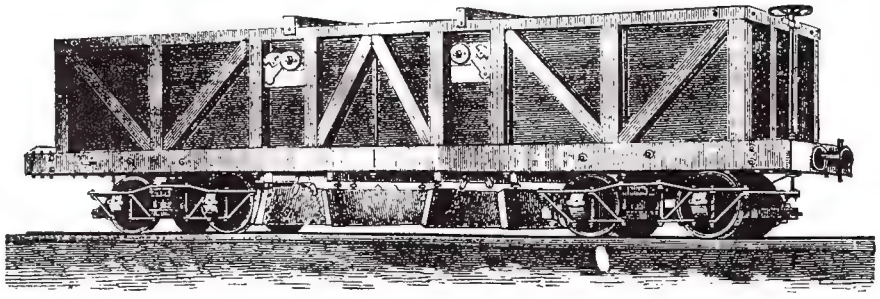
by Robert E. Sloan

In Part I of this series I discussed the first seven classes of gondola cars used on the D&RGW. In this part I continue with gondola cars of classes eight through eleven.

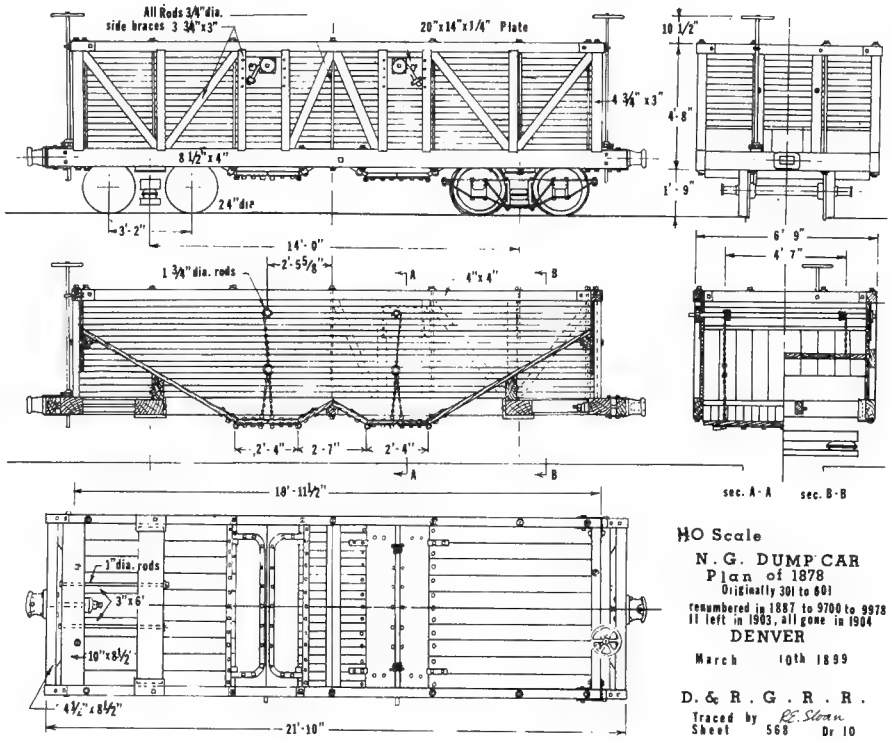
Classes 8 and 9

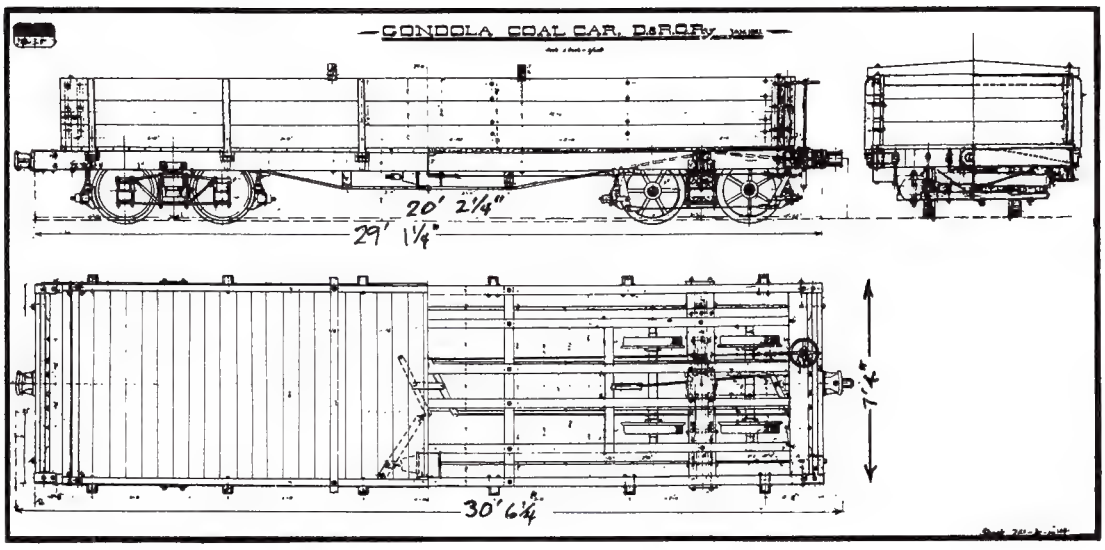
D&RG gondolas in classes eight and nine were either nine or ten tons in capacity and 22 feet long. There were 301 gondolas in this group. All were built by the D&RG using Billmeyer & Small designs and iron parts. Class eight cars were built in 1878 under the Philadelphia and Colorado Equipment Trust and were numbered from 502 to 601. Apparently the odd car numbered 501 in class two in 1871 was still in existence in 1878. By the end of 1878 the D&RG built another car of this type and numbered it 501; this implies that by the end of 1878 the old car 501 was finally gone. They did not bother to mortgage the new car 501.

The gondolas of class eight and nine had the standard 1878 3-foot, 2-inch wheelbase truck with 24-inch wheels and were first rated as 10 ton cars, having the standard 1880 3-foot 7-inch truck with 26 inch wheels. Class nine consisted of 200 cars similar to those of class 8 and were mortgaged under CRS trust B at a cost of $568.80 each. They were numbered 301 to 500. The tonnage rating of cars was apparently based mainly on the truck installed on that car. Ratings were occasionally increased by truck swapping. When these cars were renumbered in 1887, 301-400 became 9700-9799, 401-500 became 9800-9890 and 501-600 became 9900-9978. As built, they weighed 10,500 pounds. By 1891, they weighed 12,500 pounds. About half of these cars were changed to coke dump cars for service to the steel mills at Pueblo by the addition of coke racks. Coke racks were slat frames added to the top of the cars to increase cubical capacity, because coke bulked much less per weight than coal. Narrow gauge coke cars included 9860-9896, 9910, 9927, and 9938. Nineteen of these cars, numbers 9713, 9815, 9854, 9861, 9870, 9879, 9891, 9902, 9925, 9946, 9952, 9956, 9958, 9960, 9964, 9972, 9973, 9974 and 9979 were converted to standard gauge trucks in 1890 or 1891 and were still rated as 10-ton cars. Beginning in February 1890, 34 cars of this block were put into a special unit train service. They were specially marked, "To be used between Calumet, Bessemer, and Hot Springs." These cars were used for iron ore service on the 110 mile run from the 8 percent grade Calumet branch which was just north of Salida. They were also used for iron ore service from Hot Springs (renamed "Orient" in 1893) at the end of the Villa Grove branch south of Salida, on down the Royal Gorge of the Arkansas River to Bessemer which was later renamed "Minnequa" to the Colorado Coal and Iron steel mills on the south edge of Pueblo. These cars were 9703, 9711,9716, 9724, 9725, 9726, 9734, 9735, 9736, 9745, 9748, 9800, 9802, 9803, 9804, 9807, 9809, 9811, 9812, 9815, 9818, 9826, 9855, 9878, 9919, 9920, 9936, 9965, 9967 and 9975. One hundred seventy-nine of these cars were still narrow gauge in 1891 but they wore out steadily. In 1895 there were 144, but only 109 in 1898 and 79 in 1902. The last year they were listed was in 1903 when the eleven cars left were 9709, 9718, 9785, 9850, 9852, 9859, 9876, 9894, 9915, 9916 and 9928. Not all cars in the number block 9700-9999 block were of this type. Shortly after the renumbering in August 1887, some of these cars were scrapped for some reason. The D&RG built a number of ordinary 30 foot 20-ton gondolas of class 11d and assigned them to the holes in this block. These numbers are listed later with that class.



Class 8





Class 10

During the big expansion of 1880 and 1881, it became obvious that the 10 ton gondolas were not big enough. So a new class 10 was designed in 1881 composed of 15-ton 30-foot cars. These are the oldest gondolas for which we have the original plans. Their trucks had a 3-foot 7-inch wheelbase and 26-inch wheels with solid rubber springs. These cars originally weighed 12,000 pounds and cost $526.00. Two hundred seventy-two were built in 1881. Numbers 8200 to 8389 were built under CRS Trust C and numbers 8390 to 8471 were built under CRS Trust D. Two hundred forty identical cars numbered 8700 to 8939 were built in 1882 under CRS Trust E but the cost had risen to $608.25. In July 1886 all 240 of the 1882 cars were transfered from the Colorado lines (the D&RG Railway) to the Utah lines (the Denver and Rio Grande Western Railway) in partial payment of the debt owed at the time of severance. They were valued at $323.43 each at the time of transfer. On the Rio Grande Western they were renumbered 2000 to 2239. One hundred thirty-five of these cars survived to the time of standard gauging the Rio Grande Western; these tattered remnants were sold back to the Rio Grande Southern in Colorado where they became numbers 100 to 1286. The RGS expected more than 135 but RGW cars 1019, 1013, 21022, 1024, and 0298 were never delivered and 41 others were either never received or never used. Over half were flat cars when they were received from the RGW.

In 1881 the D&RG built 200 more cars of the class numbered 8000 to 8199., They were officially listed as ore dump cars and had only 10-inch high sides. Their original cost was $450.21. A few rapidly became flat cars, gravel cars, water cars, or oil tank cars. All were built under CRS Trust C. Flat cars 8517 to 8599 were built in 1881 under CRS Trust D for $515.25 each and flat cars 8600 to 8699 were built in 1882 under CRS Trust E for $515.55 each. Forty-five additional cars of this type, but weighing 10,500 pounds, were built in 1881 as ore gondolas and numbered 8472 to 8516 under CRS Trust D for $539.85 each. In 1887 all these cars from 8000 to 8199 and 8518 to 8699 were listed as flat cars. Those from 8200 to 8517 were listed as coal cars. Between 1887 and January 1891 all of these cars got sides and were listed as coal cars. Clearly these heavy cars were far more used as coal cars than as flat cars now that construction was over. At that time there were 562 of this 15-ton class on hand, but not for long. The D&RG sold 100 of these cars to the RGS. D&RG numbers 8000 to 8159 became RGS numbers 1000 to 1099 almost in order. For a complete list see W. M. Cohen's *Lettering Guide for Early Colorado Narrow Gauge Freight Cars* (Rocky Mountain Region NMRA, Denver, 1970). In addition, sometime before 1887, the D&RG had built a few more 15-ton cars. Numbers 8700 to 8724 were like the others and the 34 cars 8726 to 8760 were slightly heavier, weighing 13,750 pounds compared to the 11,900 pounds of the earlier cars in 1901. If you can figure out exactly the number of 15-ton gondolas from this mess, you have more information than I.

After the transfer of cars to the RGS, 462 were left on the line in April 1891. By 1901 there were still 360 on the D&RG. By 1905 there were only 43 of the lighter cars: 8160 to 8699, one in 8700 to 8724 and 34 of the heavier cars, 8726 to 8760. Clearly few were worth converting to automatic couplers. The side sills were cut off at the position of the rubber buffers in the original D&RG link and pin cars. The end sill proper was gouged out to hold the new coupler; this is shown in the 1915 folio. The number of gondolas slowly dwindled until there were 47 in 1914, 30 in 1917, and 22 in July 1923. The car inspector scrapped them later that year with 8168 lingering in work service to the end of 1924. Some lingered longer on the RGS.

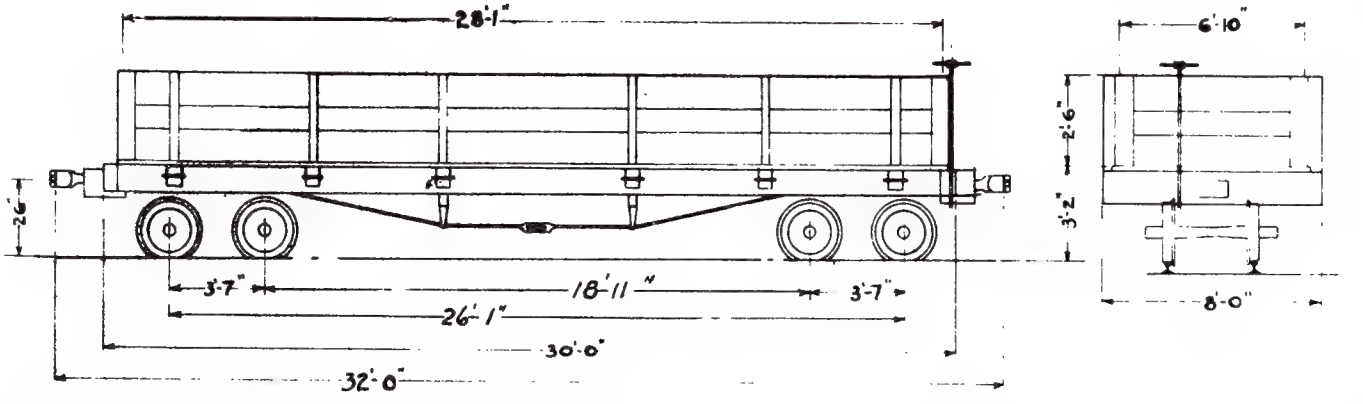
Class 11

By 1887 when the trauma of the divorce from the Utah lines was over, Class 11, a new class of 30-foot 20 ton cars was designed. There were four different series of these cars differing slightly in dimensions. I have numbered them Class 11a to 11d. Their initial weight was 15,300 pounds each. After they were rebuilt for automatic couplers they weighed 16,500 pounds on the average. Their trucks were 20-ton 3-foot 7-inch wheelbase arch bar type with steel springs rather than the earlier solid rubber blocks. Their wheels were 26 inches in diameter as was standard after 1880.

Class 11a was built in late 1887 to replace the class 10 cars sent to Utah. This subclass is numbered 8800 to 8999. The side height appears to have been 2-feet 9-inches originally. Subclass 11b was built in early 1888 as 9000 to 9099 and had 2-foot 10-inch sideboards. Subclass 11c was also built in 1888 as 9100 to 9199, with 3-foot four-board sides rather than the shorter three-board sides in the earlier subclasses. Subclass 11d consisted of a series built to fill the holes in the ranks of classes 8 and 9. Fourteen of these cars were built in October 1888 as 9719, 9729, 9738, 9744, 9756, 9761, 9765, 9767, 9770, 9791, 9793, 9795, 9813 and 9939. They had three-board sides of 2-foot 6-inch height. In addition 23 other 20 ton cars were built as hole fillers or as major rebuilds of older gondolas. This group includes 7536, 7671, 7722, 7731, 7737, 7743, 7745, 7746, 7833, 7836, 7958, 7961, 7963, 8175, 8219, 8230, 8238, 8294, 8382, 8417, 8418, 8579 and 8725. Three hundred eighty-one cars numbered between 8800 and 9929 were converted to automatic couplers in 1903. Two hundred seventy-four were still on hand in 1914, and 243 in 1924 but the end was in sight.

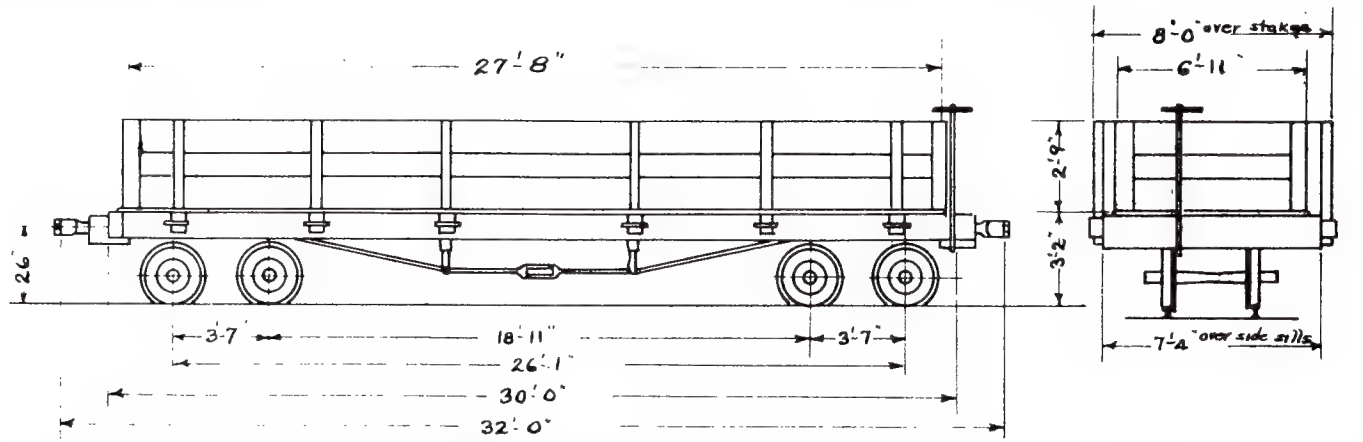
Bob Sloan's series on the gondola cars of the D&RG will continue in the next issue.

DENVER & RIO GRANDE
Narrow Gauge Coal Cars
Nos. 8168 to 8699 and 8726 to 8760
Class 10



Length inside 28'-1"	Kind of Trucks Swing Channel	Weight of Car Average 13750*
Width inside 6'-10"	Kind of Transoms: Double Plate Wrot. Iron	Capacity of Car 30000*
Height Inside 3'-0"	Kind of Air Brakes: West'g. Detached	Cubical Contents 588 Cu Ft
	Kind of Draft Rigging Center Continuous	

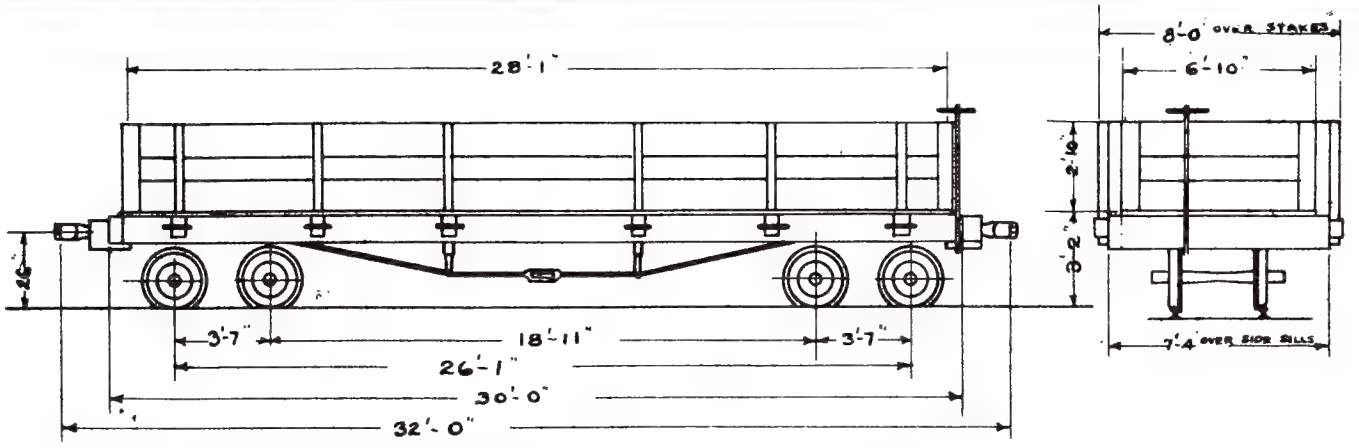
DENVER & RIO GRANDE
Narrow Gauge Coal Cars
Nos. 8900 to 8999 (incl.)
Class 11a



Length inside	27'-8"	Kind of Trucks	Swing Channel
Width inside	6'-11"	Kind of Transoms	Double Plate Wrot Iron
Height Inside	2'-9"	Kind of Air Brakes	West'g. Detached
		Kind of Draft Rigging	Single Pocket

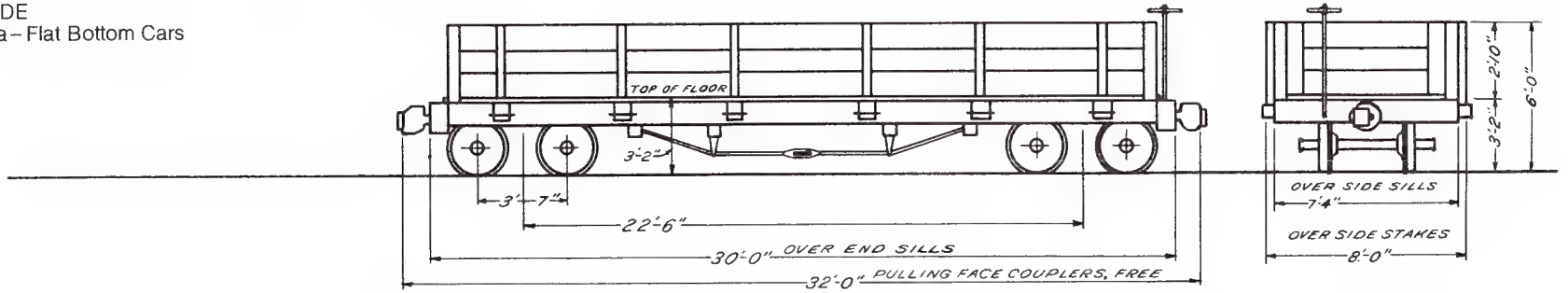
Weight of Car Average	16500*
Capacity of Car	40000* LEVEL
Cubical Contents	526 Cu. Ft.
Heaped	643 " "

DENVER & RIO GRANDE
Narrow Gauge Coal Cars
Nos. 9000 to 9099 (incl.)
Class 11b



Length inside	28'-1"	Kind of Trucks	Swing Channel	Weight of Car Average	16.00#
Width inside	6'-10"	Kind of Transoms	Double Plate Wrot Iron	Capacity of Car	40000#
Height inside	2'-10"	Kind of Air Brakes	Westg. Detached	Cubical Contents Level	544 Cu.ft.
		Kind of Draft Rigging	Single Pocket	Heaped	659 " "

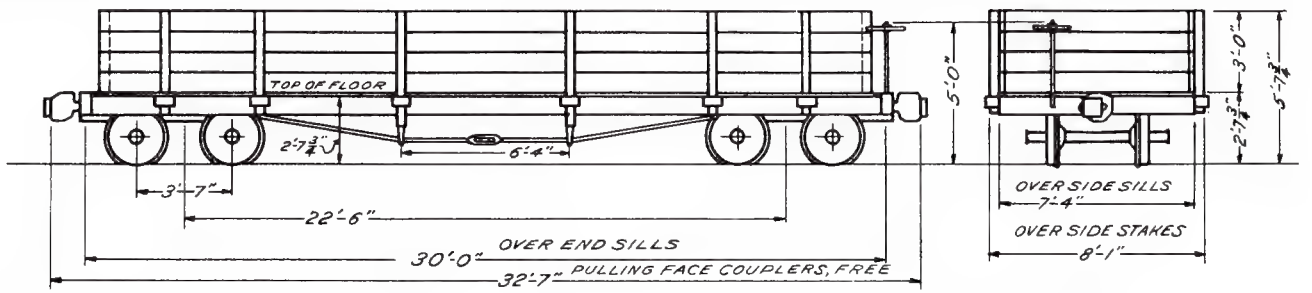
DENVER & RIO GRANDE
Narrow Gauge Gondola – Flat Bottom Cars
Nos. 9029 & 9091
Class 11b



DESCRIPTION

Gauge	3-0"	Ends	Wood	Marked Capacity, Lbs.	40,000
Journals	3¾"x6½"	Sides	Wood	Light Weight, Lbs.	16,400
Wheels	26" Cast Iron	Underframe	Wood	Max. Weight of Lading, Lbs.	40,000
Truck Type	Arch Bar			Cubical Capacity, Level, Cu.Ft.	544
Truck Sides	M.S. Bar - Separate Boxes	Draft Gear	Spring Single Pocket	Cubical Capacity, Heaped, Cu.Ft.	659
Truck Bolster	Cast Steel	Coupler	9¼" Head	Length Inside	28'-1"
Side Bearings	Friction	Brake	KC 812	Width Inside	6'-10"
		Hand Brake	Horizontal Wheel	Depth Inside	2'-10"
				Year Built	1887
				Builders	D.&R.G.W.

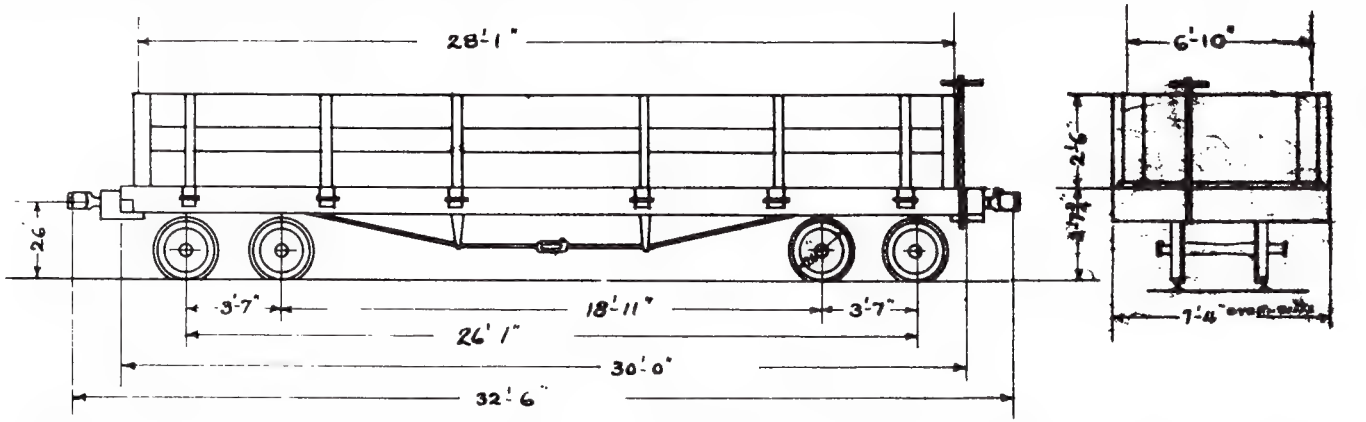
DENVER & RIO GRANDE
Narrow Gauge Gondola – Flat Bottom Cars
Nos. 9172 & 9184
Class 11c



DESCRIPTION

Gauge	3'-0"	Ends	Wood	Marked Capacity, Lbs.	40,000
Journals	3 3/4" x 6 1/2"	Sides	Wood	Light Weight, Lbs.	16,400
Wheels	26" Cast Iron	Underframe	Wood	Max. Weight of Lading, Lbs.	40,000
Truck Type	Arch Bar			Cubical Capacity, Level, Cu. Ft.	577
Truck Sides	M.S. Bar - Separate Boxes	Draft Gear	Spring Single Pocket	Cubical Capacity, Heaped, Cu. Ft.	693
Truck Bolster	Cast Steel	Coupler	9 1/4" Head	Length Inside	28'-2"
Side Bearings	Friction	Brake	KC 812	Width Inside	6'-10"
		Hand Brake	Horizontal Wheel	Depth Inside	3'-0"
				Year Built	1887
				Builders	D&RGW.

DENVER & RIO GRANDE
Narrow Gauge Coal Cars
Nos. 9719 to 9939 (incl.)
Class 11d



Length inside	28'-1"	Kind of Trucks		Weight of Car	16500
Width inside	6'-10"	Kind of Transoms	Wood	Marked Capacity	40000
Height Inside	2'-6"	Kind of Brakes	West. Aut.	Cubical Capacity Level	480
Coupler	Tower	Kind of Draft Rigging	Single Pocket	Date Built	Oct / 1888

HOn3 HOn3

3 New Kits!

from Clear Creek Models

D&RGW Pipe Gondola

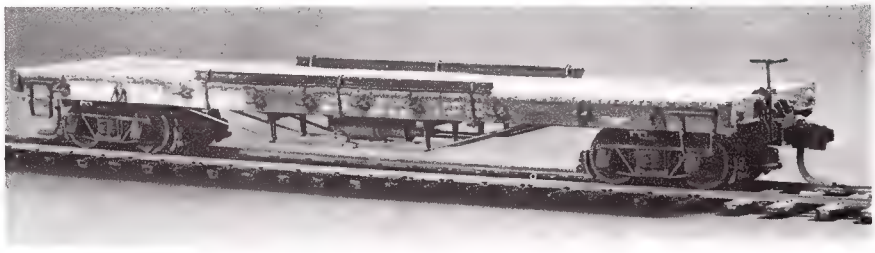
Used to haul trainloads of large diameter pipe to the gas and oil fields of northern New Mexico. Kit represents the 1500-1899 series cars. Injection molded body, Grandt hardware, brass brake wheel, new corner plates, Delrin grab irons and air hoses.

#130 weighted	less T/C	**$9.95**
131 light		
132 weighted	with Grandt trks,	
133 light	Kadee cpl.	$15.70
801 Thinfilm decals for gon or flat		$ 1.25

D&RGW Idler Flat

Made from high side gons. One needed on each end of every pipe gon to accommodate pipe overhang. Kit has same high quality parts as the Pipe Gon. Covers all the high side gon series rebuilt to idler flats.

#134 weighted	less T/C	**$8.95**
135 light		
136 weighted	with Grandt trks,	
137 light	Kadee cpl.	$14.70



Silver Plume & Montezuma Ore Car

This HOn3 kit represents an 18 ton ore car similar to the smaller Gilpin Tramway 2 ft. guage ore cars. Injection molded body, Westinghouse brake hardware, new 4-spoke brake wheel, lift rings, lead ballast.

#401 23' Ore car	less T/C	**$7.95**
402 Same w/Grandt trks, Kadee cpl.		$13.50

Ask for these new kits as well as our High Side Gondola at your friendly narrow gauge dealer. If not available, send order to us with $1.50 for shipping and handling. Send long SSAE for information sheet and price list.

CLEAR CREEK MODELS

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HOn3 HOn3

On The Way to Colorado Back in 1939
Part 1

by Ted Wurm

A chapter from a book in preparation on a 1939 railfan tour by car from California to Colorado and back.

After three years of railfanning, snapping photos of engines and trains and rapidly graduating up to a 616-size folding camera (100th sec. f. 6.3), and having fallen thoroughly in love with narrow gauge and the endless supply of such wonders in Colorado, I made the decision in 1938 to save every penny for a year and somehow get to Colorado in the summer of 1939. I first planned a trip by train, using Dad's passes, but when my pal Bob Gray arranged to borrow the family Chrysler, the trip changed to a grand 31-day trip by car, hitting every possible short line and narrow gauge along the 5600-mile journey. The big roads we came across would not be neglected, but narrow gauges were our main objective and took the greatest amount of our time and effort.

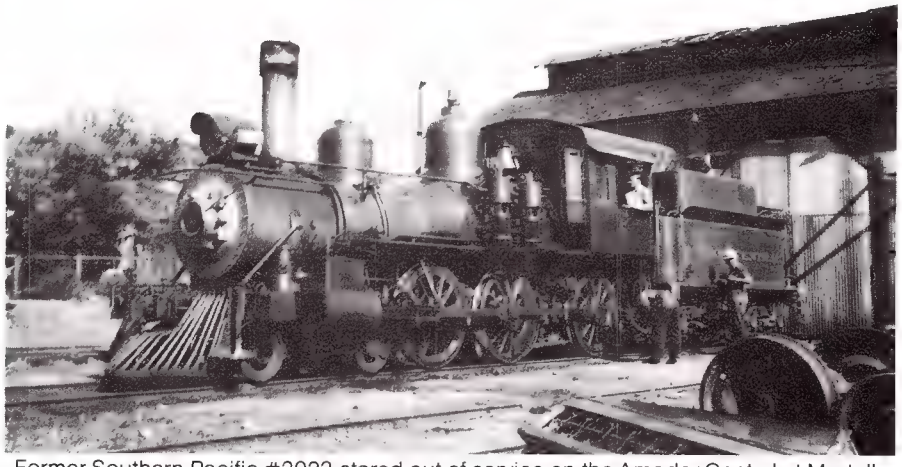
Along the way out of the San Francisco Bay Area in those days there were numerous places of great railfan interest and we were in engine-picture heaven long before reaching the Rockies. Places we visited on the first day alone would be enough to take up a whole week's time today. Stockton, the first stop, was then a steam and juice fans delight, with four local streetcar lines using Birneys, the electric Central California Traction line running north to Sacramento, two steam short lines, plus SP, WP, and Santa Fe, the latter a haven of ancient 2-8-0 switchers.

We had no time for the red Birneys that day. Tidewater Southern #1 was out on the line, as was the 1-spot of Stockton Terminal & Eastern. But the Traction Company shops at the then eastern edge of town yielded rewards in the form of several streetcars from the recently-scrapped Fresno system. They had been purchased to replace CCT's ancient wooden cars running in Sacramento. To make room in the shop for work on these new cars, all the Traction Company equipment had been moved outside, some to be eventually scrapped. There was car #1, an attractive former passenger car that had been pressed into freight service. Wooden box motors 3 and 6 were also there, waiting to be photographed, after which we headed eastward again.

Our next stop was Ione, Calif., where the Amador Central RR connected with the SP. This short, short line of no more than ten miles was a contour follower if ever there was one. It had recently been given permission to abandon, but was happily in the process of making a comeback. (It's still running – *ed.*) On a side track at Ione was heavy 0-4-0T #334, one

Central California Traction #1. This ex-passenger motor was being used in freight service. It was painted green and white. *The photo was taken on July 10, 1939 by Ted Wurm.*

Amador Central #334. This locomotive was former Nevada Consolidated Copper #334 and was built by Alco. The Amador Central bought the locomotive for re-sale but did use her occasionally. *Photo taken at Ione, California in 1939 by Ted Wurm.*

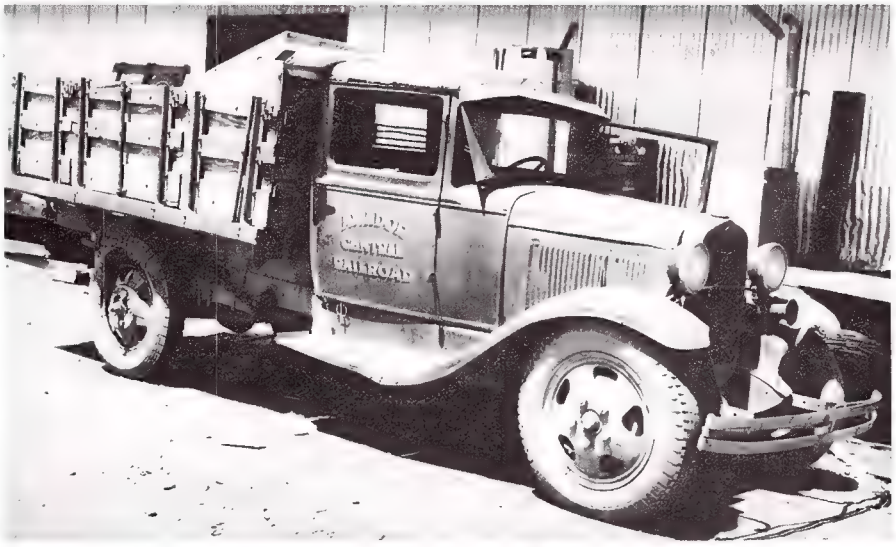


Former Southern Pacific #2023 stored out of service on the Amador Central at Martell, California in 1939. *Photo by Walt Young from the Ted Wurm collection.*

of three locomotives purchased at a bargain price from Nevada Consolidated Copper and reconditioned for resale at the AC shops. At the other end of the line, Martel, we found inside the enginehouse the #331, another of the 0-4-0t's, along with ancient ten-wheeler #5, which had been ordered put aside for either shopping or scrapping. Alongside the 5 was #6, a heavy 2-6-2 which would soon become AC #7.

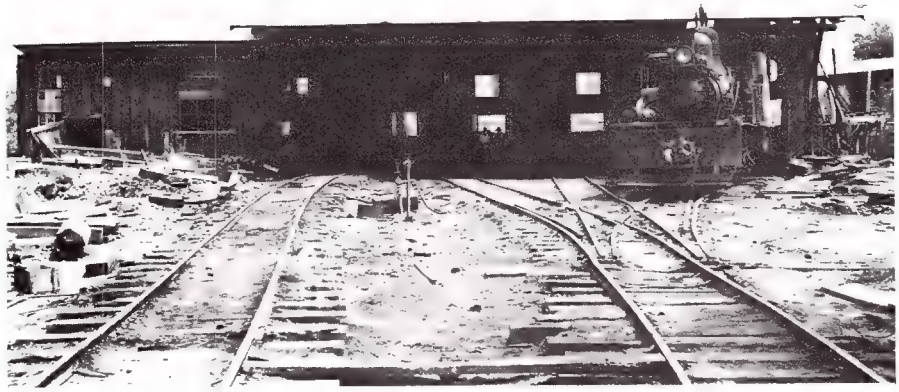
Going north on Highway 49, we stopped at Diamond Springs for lunch, watching narrow-gauge Diamond & Caldor Shay #4, switching standard-gauge cars around the lumber piles and over to the SP interchange track. Two heavier Shays were in steam, but inside the open-front shed that passed for a roundhouse. Nearby was Shay #5 of the long-gone Madera Sugar Pine Lumber Railroad, bought for parts. We noticed a homemade passenger car used to haul lumberjacks between town and woods, but we couldn't get a picture. It wasn't half as attractive as the old coach that had been scrapped a few years earlier.

A few miles east of Diamond Springs, on the other side of Placerville, we stopped at Camino, home of the Camino, Placerville & Lake Tahoe standard-gauge and the three-foot lines of Michigan California Lumber Company. Both of the CP&LT

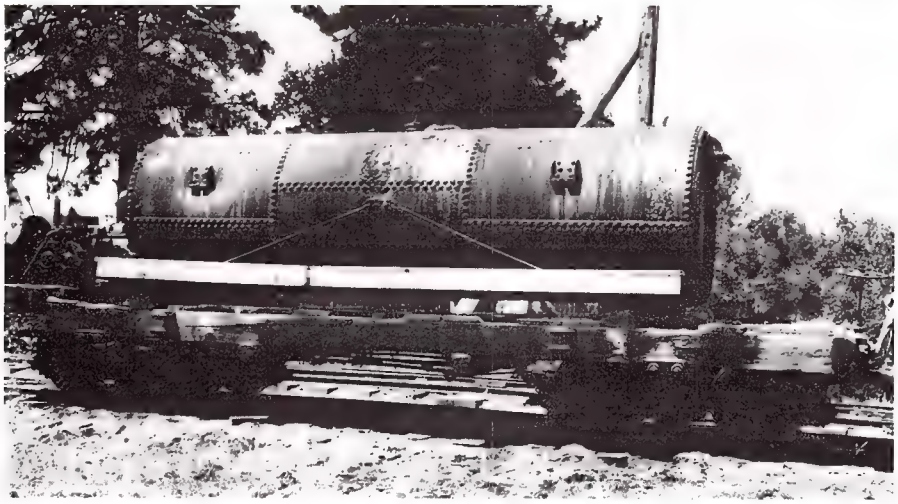


The Amador Central terminates at Martel, California which is two miles from the fairly large town of Jackson. This truck served as an extension of the railroad into Jackson when express and mail was carried up into the early 1930's. *Photo by Bill Pennington from Ted Wurm.*

Diamond and Caldor narrow gauge Shay #4 switches standard gauge boxcars in the lumber stacks at Diamond Springs, California in 1939. *Photo by Ted Wurm.*



Diamond and Caldor Shay #4 sits in front of the enginehouse at Diamond Springs. *Photo by Ted Wurm.*

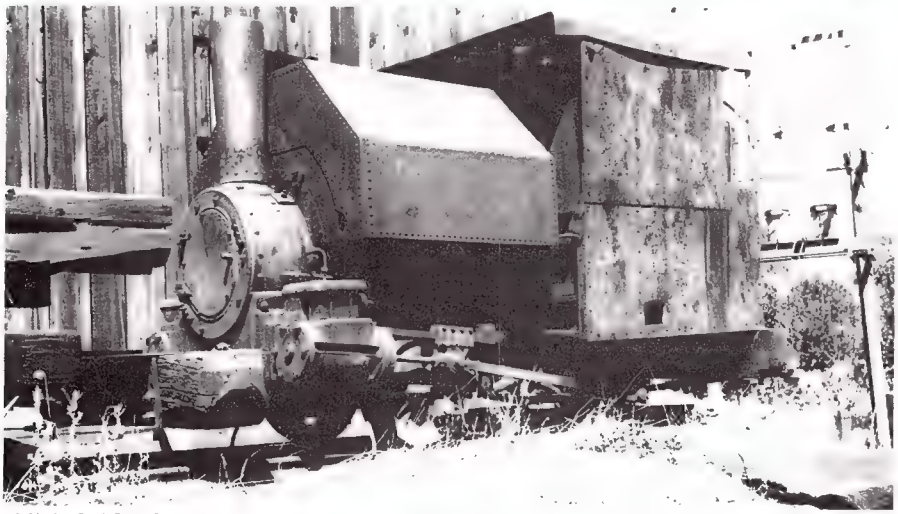


Diamond and Caldor tankcar #2. Photograph taken at Diamond Springs in 1939. *Photo by Ted Wurm.*

Shays were inside the wooden enginehouse and MCL's famous #2, the oldest Shay then in service, was switching far out in the drying yards. So we had to be content with checking the two 0-4-0T's, engines 6 and 11, that seemed to be always hanging around the deadline at Camino, as if waiting for a call to action. The area was always interesting, but it would become much more lively in a couple of hours, when the train arrived from Pino Grande (via the cableway) and its attractive Shay locomotive would move in for service, picking its way among and over the standard-gauge tracks and stopping near the CP&LT house.

There was no waiting for the afternoon train, however, because it was almost 100 miles over the Sierra to Carson City, and

The Camino, California narrow and standard gauge yard of the Michigan-California Lumber Company. The standard gauge is actually the Camino Placerville and Lake Tahoe which connected the lumber mill at Camino with the Southern Pacific interchange in Placerville. The locomotives are (left to right): gas switcher, #11 0-4-0T, Swayne Lumber Company #1 recently purchased, and in the right distance Mich-Cal Shays #7, #3, and #2. *Photo by Ted Wurm.*

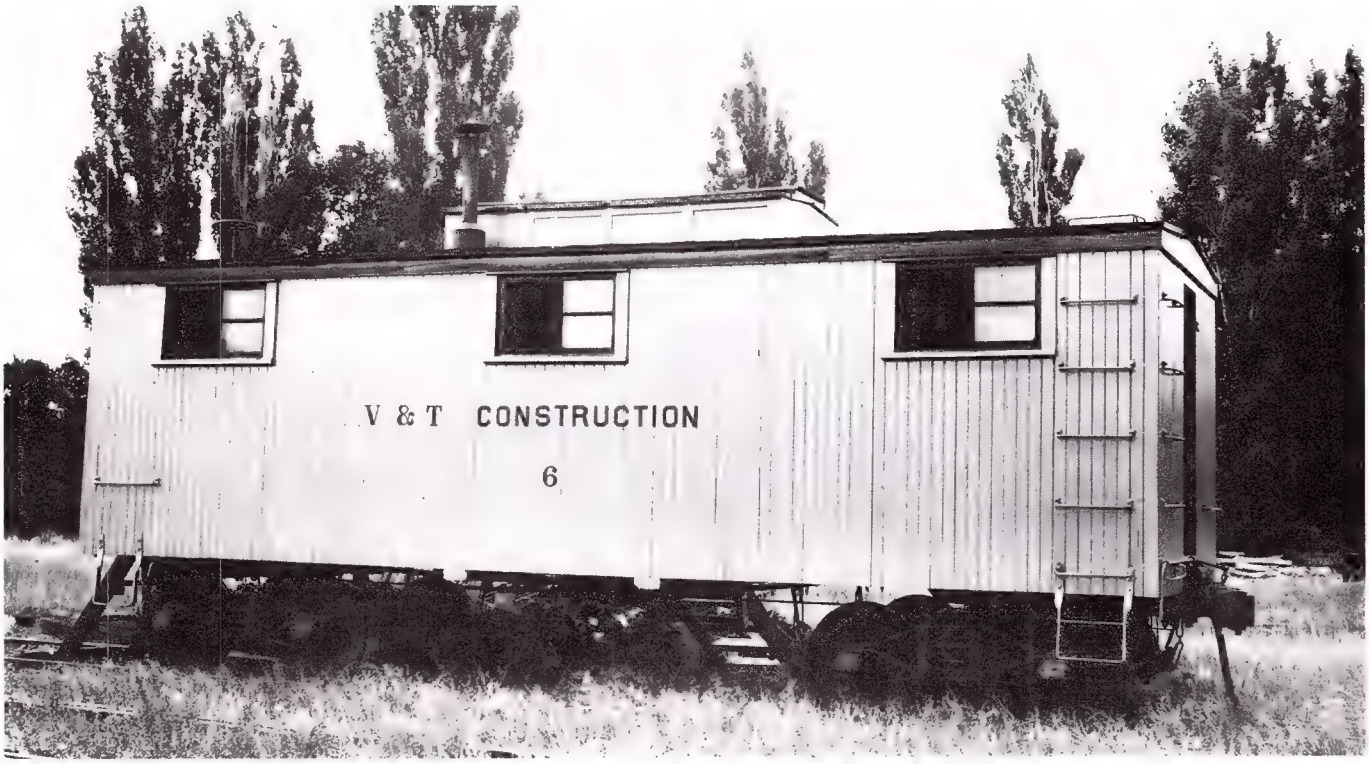


Mich-Cal 0-4-0T Porter, built in 1899. This engine sat out of service like this at Camino for many years. She was then placed on display behind the company office at Camino. *Photo by Td Wurm.*

our schedule called for arrival there before dark. There was the home of the western railfans' favorite short line, the financially-troubled Virginia & Truckee. This well-known relic of old Virginia City and Big Bonanza mining boom days, had recently turned to selling off its stable of stored, ancient Baldwin locomotives in order to keep its head above water. Eight-wheelers numbers 12, 18, and 22 had gone already, along with the majority of rare yellow coaches and assorted freight and work train cars (we never expected to see them again). By the time Bob and I arrived in Carson, train one had departed for Reno and activity had ceased for the day at both station and roundhouse. There was a single yellow car left in the yards for us to photograph, "V&T Construction" #6.

written). On track two was the famous "Reno" #11, the old "Brass Betsy" of the "San Francisco Express" trains in and out of Virginia City in the boom days. "Reno" had recently been returned from service on lease in the filming of the movie "Union Pacific" by Paramount. The film company had wrecked the 11-spot in one of the scenes, damaging the leased engine rather than one of their own, and V&T officials had considerable correspondence back and forth before she was returned. "But not in the condition she was in when she left," according to V&T enginemen, for her frame was broken and repaired badly and even the Baldwin builder plates had been "lost" – replaced by inferior copies. Next to #11 sat the light ten-wheeler #25, always my favorite, which was now the foundry, shop, and boiler room next door. My partner, Bob Gray, was getting his first feel of the V&T and it made its everlasting mark. He never got over this first look at living history, because close to 35 years later he revived this line with his almost exact model recreating the V&T at Virginia City.

Engine #27, bell ringing and Harry Brooks at the throttle, emerged from the house and was spotted for pictures. Then Bob and I had to take off in a hurry to get over to Reno, 30 miles to the north, before engine #26 would head out for Carson at 7:00 a.m. We caught the #26 just as she shoved her freight cars down from the SP interchange and coupled to the mail car and coach alongside Southern Pacific station on Commercial Row. Train two



Virginia and Truckee second #6 converted from boxcar 1003 in 1908. This photo was taken in the Carson City yard. The car was later used as a shed at Reno for years. *Photo by Ted Wurm.*

Next morning we were at the extensive V&T property before sun-up and noticed engine smoke drifting from the jack over track one. We were able to get photos of boxcar #1015 and flanger #52 before the roundhouse doors swung open and we could go inside to watch ten-wheeler #27 steamed up for an early run down to Steamboat Springs, to help #26 coming from Reno with train two. The engine would back all 20 miles to the meet, since the turntable at Steamboat was no longer maintained and the helper roundhouse was long gone.

While waiting for #27 to get up enough steam to move outside for pictures, we inspected what was left in the eleven stalls of this massive stone shop/roundhouse building (it still stands, by the way, as this is

snowplow engine since #18 had been sold. A little farther along sat sad-looking #20, "Tahoe", a 2-6-0 that had been stored away in 1926 and was then anticipating nothing more than the scrapper's torch.

Gas railcars #23 and #99 were stored together on still another track, both of the yellow motors had been out of service since the Virginia City line was abandoned in June, 1938. Everything else was gone, even Shay #11 of the Verdi Lumber Company, which had been stored for so many years in stall 11. The unforgetable aroma of this ancient locomotive stable remained unchanged – a mixture of wood and coal smoke clinging to the heavy beams, fuel oil fumes, lubricating oil spills, desert dust, coal oil, and the smells of

highballed out of town almost immediately, while we lingered awhile to shoot McKeen car #22 and a few scenes of the small yard area. The McKeen ran instead of steam trains on Monday, Wednesday, and Friday. Her sharp prow nose and striking red color were truly memorable. After a brief glance at Western Pacific's Reno station area, where engine #2 was in repose, we struck out eastward across the mountainous desert of Nevada by way of Highway 50.

Hours later we came to Austin, which until a year before had been the southern end of Nevada Central RR, a celebrated three-footer from mining days. When this 92-mile line was torn out, the scrappers left a "museum" in the form of boxcar #206 standing on two pieces of rail near

This 0-4-2T was named the Mule's Relief and ran on the Austin City Railroad which connected with the Nevada Central at the end of the line below Austin, Nevada. It took one car at a time up hill to the mines and the town. The line was too steep for Nevada Central motive power so the Austin City line was built by the townspeople. It was three-foot gauge. *Photo, collection of Ted Wurm.*

This boxcar was left behind when the Nevada Central was scrapped. The car was painted red. *Photo by Ted Wurm.*

the station. The car would obviously be soon rotted away. A mile away, up in town, was the stone office building, then headquarters for Nevada Central truck and stage lines. Farther uptown, across from the courthouse, was the former "depot" of the Austin City Railroad, the "street railway" as a local newspaper dubbed it, which met the Nevada Central down below town and served the various mines.

About 50 miles farther east we came to Eureka and all that remained of the Eureka Nevada Railroad, still another 36-inch gauge line, this one 85 miles long and also torn out in 1938. Here, too, a boxcar had been left as a momento by the scrappers, alongside the old station. This line had been built and operated by the same people who had built the Virginia & Truckee, and when the last train ran in 1938 it carried a farewell party of men famous in Nevada mining, including Senator Pat McCarran. Newspapers at the end spoke of the line's importance to D. O. Mills and his associates in the early days when Eureka produced so much lead it controlled the world market. Perhaps the title "Nation's biggest little railway" had some basis in fact. So the lonely boxcar on two pieces of rail became its brief gravestone.

In part 2 Ted will continue his trip to Colorado. He will describe the copper railroads around Ely and McGill, Nevada.

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Custom Brass – Flanger OD	70
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Westside – D&RGW Short Caboose ptd. #0576	175

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Westside – K-27 Compound	125
Westside RGS/C&S #74	225
Westside – C-16 #268	140
Westside 2-Truck Shay	366
Key – C-19	150
Key – C&S #71	260
Key – C&S #22	250
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Key – D&RGW#340 ptd.	320
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LGB, A Serious Look

Part 2

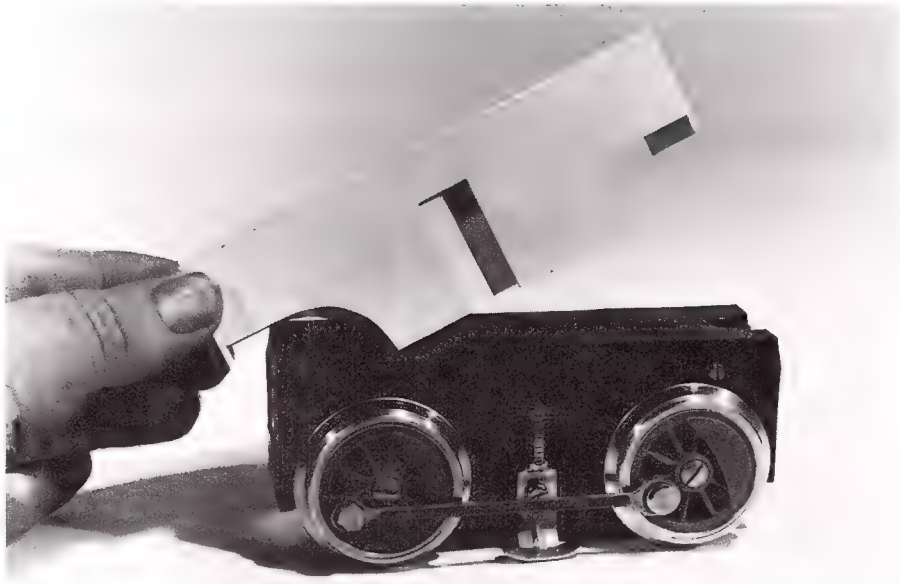
by Bob Brown
Photos by the author

LGB is a German line of high quality ready to run equipment built to a scale of 13.5mm to one foot. It runs on a gauge of 1⅜ inches. Several modelers in the United States and Canada are using LGB components to build models to ½ inch scale. This means that the track gauge is a scale 42 inches.

In the July/August 1981 **GAZETTE** Marc Horovitz described several scale models built from LGB parts and presented some photographs of LGB layouts. In this issue I will discuss some LGB components that can be used to scratchbuild American prototype models and show two models I recently completed.

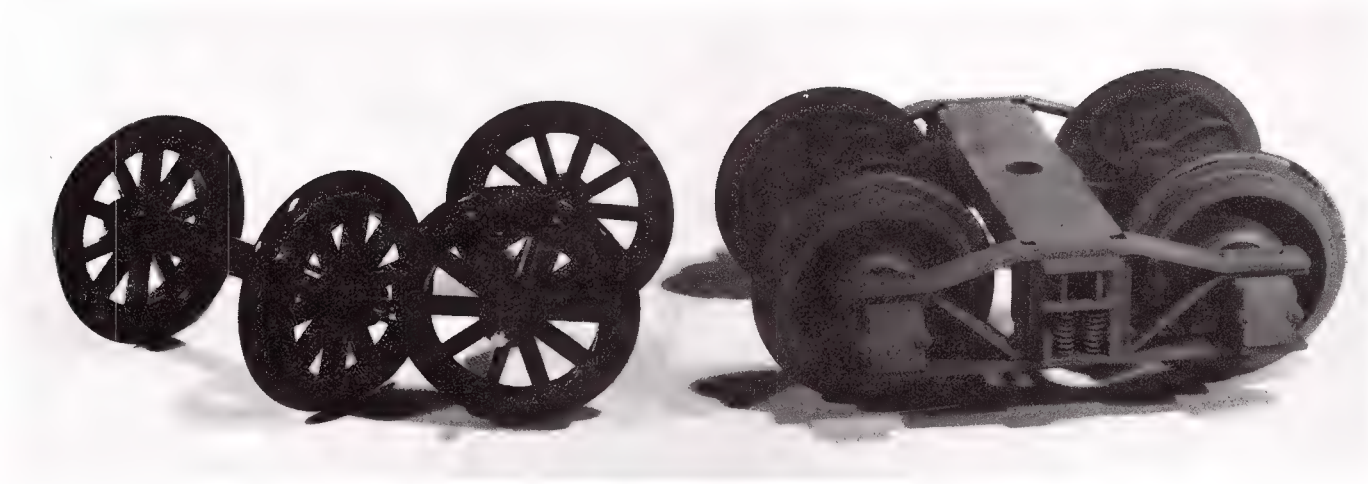
There are several major components offered by LGB which allow me to enjoy large scale narrow gauge without the heartbreak of machining my own drivers, making my own mechanisms and building my own trucks. The one big compromise I made was to accept the oversize flanges on the wheels. However, they are not too oversized and they assure excellent operation.

I have been using LGB mechanisms, trucks and wheels, and some of their accessories. Some of the ready-to-run locomotives and cars are also worth using with some weathering and modification.



A basic four coupled mechanism. A six wheeled version is also available. The motor drives both axles and is totally enclosed and weatherproof. The wheels are metal with a plastic spoke insert and are easy to remove. The pick-up skate shows plainly. The photograph shows the cover that slides over the mechanism. You have to make this cover which can be used as the base for any superstructure you choose to build.

The LGB trucks and wheels. The wheels are available spoked or solid. They come in black plastic or with plated rims. The axles are cast onto each wheel and have a steel center axle. It is possible to remove the wheels from the axles and regauge them easily. The truck shown in the photograph has had the LGB coupler removed and has been painted and weathered. The LGB archbar truck is a free rolling and creditable large scale freight car truck. The LGB trucks come packaged without wheels but with the attached Talgo like couplers.



A basic unaltered LGB American prototype car. LGB offers seven U.S. narrow gauge freight cars. Notice the horn and hook coupler which is attached to the truck. By replacing the couplers and weathering this car a very acceptable narrow gauge model could be created.

Ready-to-Run Models

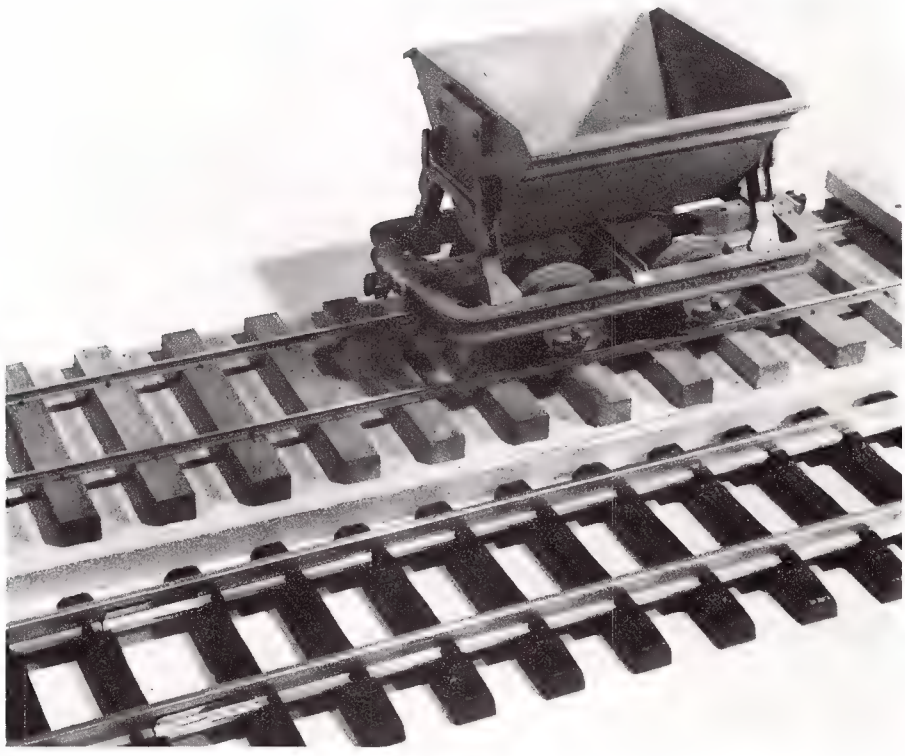
Several of the LGB models would be suitable for the American modeler who wants to model an American shortline. The basic 0-4-0 series of locomotives (2010D, 2015D, 2017, 2020) is made up of very Germanic looking little industrial locomotives. With some weathering they would fit right into a woods, mine or quarry scene. Number 2050 is a model of a European steam dummy which would look right at home on a resort line or possibly on a logging line if it were weathered a bit. The rest of their steam engines are definitely of European design. The little steeple cab electric (2030) might work in an industrial setting. The Diesel hydraulic (2090) would make a nice contemporary switcher.

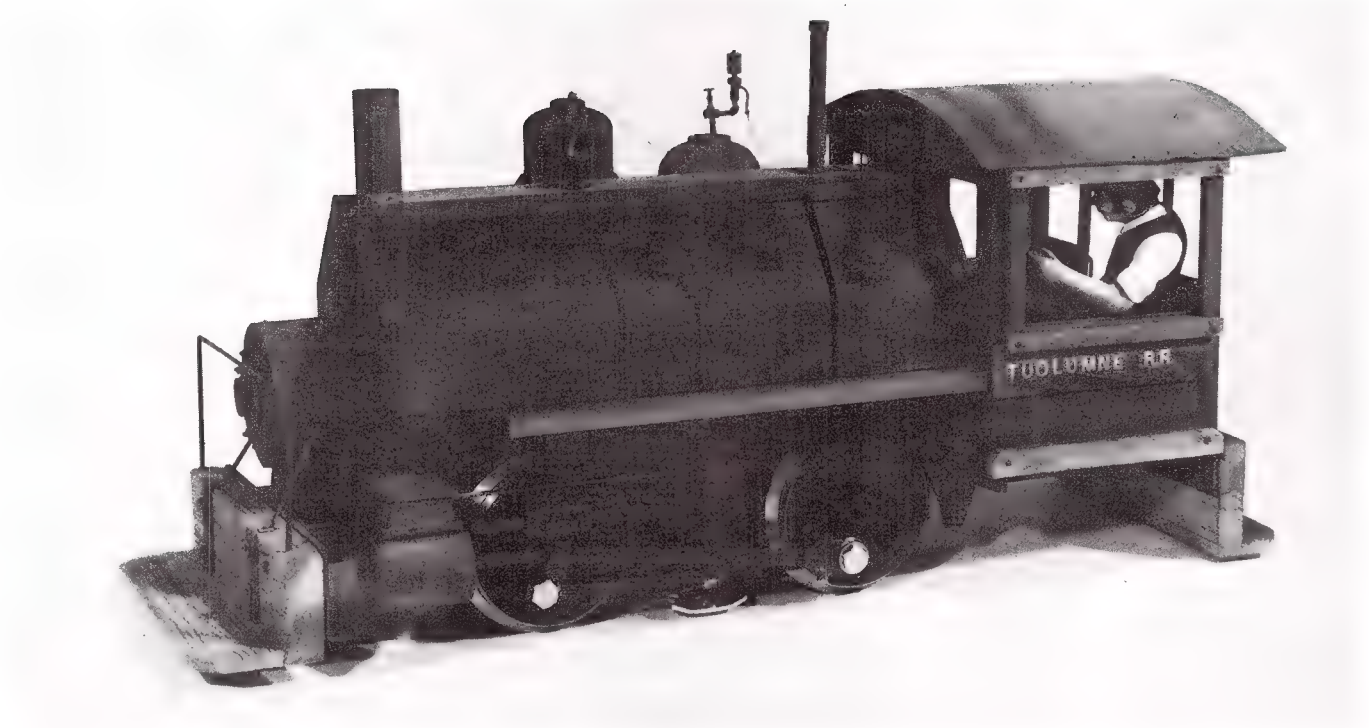
LGB offers several American prototype freight cars. They have an SP narrow gauge flat and gondola, a D&RGW reefer, a cattle car, and an SPNG box car. They also have a four wheel caboose which is lettered for the D&RGW and a skeleton log car complete with logs. A D&RGW coach and combine are due to be issued in 1982.

Mechanisms

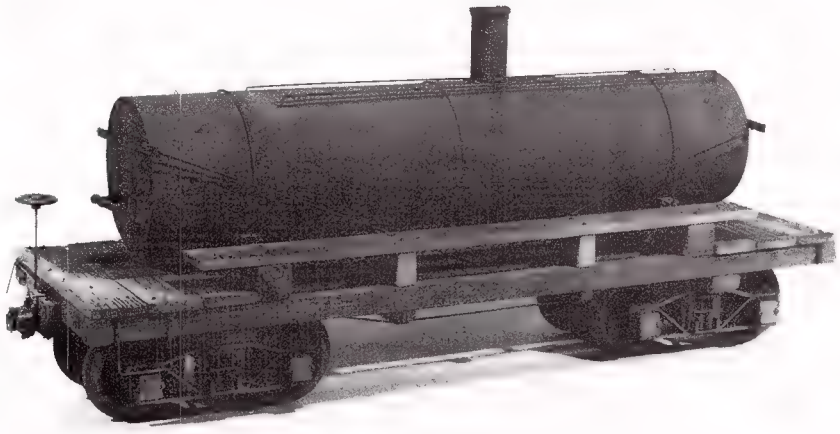
LGB offers several basic factory assembled mechanisms. They have both basic four wheel and six wheel units. The four wheel version comes with spoked or two hole wheels. They also have a power truck with outside counter balances. Each mechanism consists of a housing which encloses the motor and gears. The pick-up is by two track sliders plus a spring loaded pickup bearing on the back of each driver. The wheels unscrew and are quartered by flats on the axles. The rods are stampings and the crank pins have hex screw heads. The track sliders are spring loaded and the

This LGB dump car is sitting on a piece of home made track. The ties were cut on a table saw. The rail is code .148. The flanges tend to hit the spikes on this track so probably code .172 rail would be a better size. The LGB track is code .345. LGB offers a line of turnouts, straight and curved track sections, bumpers, electrical connections, and a track planning template. The dump car is straight LGB except for the new couplers, a wooden notice board over the LGB emblem and a new paint job.





An experimental LGB size locomotive. It is based on Mich/Cal Lumber Co. #11. The model is entirely scratch-built from styrene, plexiglas, wood, and a few O scale brass parts. The engineer is a Merioneth Society product painted by Mike South.



This free lance tank car was made out of home cut wood, Grandt Line nut and bolt castings, LGB archbar trucks and brake wheel, Monarch O scale couplers, a cardboard tube and a styrene wrapper. It was great fun and is a very effective model.

skate is grooved to fit the rail. These units run beautifully. You merely have to build a box to slide over the mechanism and you can slide your locomotive superstructure onto its mechanism.

The only disadvantage to these mechanisms is the fact that they ride high and tend to go up into the locomotive superstructure too much. Because each mechanism looks like a "brick" it is hard to disquise it in an American open frame. These mechanisms seem more at home in a European plate type frame.

Trucks and Wheels

LGB offers one type of archbar truck. They also have some European axle boxes or pedestals designed for four wheel cars. The trucks come equipped with LGB couplers. I found the archbar trucks to be quite close to ½ inch scale. The trucks are cast in plastic and come less wheels. LGB offers both solid and spoked wheel sets. The sets are cast plastic and have a steel axle which goes through the plastic axle cast onto the wheels. It is very easy to regauge the wheels by sliding them on the steel axles. I have found the trucks to be very smooth and reliable.

Accessories

LGB offers a complete line of people in various styles of European clothing. They also have a beautiful street lamp and many other items of detail such as signs, line-side details and signals.

The company also offers a track planning template, several technical bulletins and an excellent quarterly magazine called **LGB – Depesche** which is full of layouts and models but all written in German. A complete series of spare parts is also available. You can get drivers, light bulbs, pantographs, smoke stacks, and other parts for repair or scratch-building.

Up Clear Creek on The Narrow Gauge

Part 11: The Saloon and Cafe

by Harry Brunk
Photos by the author

The Saloon and Cafe in Black Hawk are quite different in style and materials yet they go together well. The rain chute covered stairway joining the two buildings is one point of interest. These covered areas seemed to be common in mining towns across the country. Photos by Al Armitage of similar chutes on various structures in Nevada in the July/August 1978 **GAZETTE** (out of print) also show these chutes. I've seen them on many buildings in Butte, Montana and in older photos of Central City and Black Hawk. Mining towns in Arizona also have examples of this feature.

Both of these buildings have pleasing color combinations. For a number of years, the cafe was painted olive green with a depot buff front. The red particled tar-paper side made it a very colorful building. The green is now brown, the same as the Medcalf Grocery (see July/August 1981 **GAZETTE**) and the color combination is still pleasing to the eye. I painted my model of this building with the green combination.

Both buildings now serve other purposes than they did during the days of the railroad. The brick structure now houses a real estate company and a number of apartments.

As I did the research and drawings which led to the models of Black Hawk featured on my layout and in the pages of the **GAZETTE** I became increasingly aware of the people who worked in these early towns and who built and designed them.

Not everyone headed for the gold fields with the big get-rich-quick idea in mind. These pioneers sought opportunity whether they hunted for a bonanza or just a better life.

Most men asked no more than an honest day's work and wages. These wages and pride in their work showed their worth; how they earned their pay took as many forms in mining communities as in any other kind. But first and foremost there were the mines.

Even before surface one-man operations graduated to mine companies and the need for underground miners, there were the tradesmen and suppliers. Barely had Black Hawk moved from tents and crude lean-to's to more substantial structures than the railroad arrived. The railroad was another industry and offered more employment opportunities. With the ease of rail transport, progress snowballed for a time.

Everything hinged on the miners but everyone – railroaders, smelter workers, teamsters, etc. needed to eat. Grocery stores and cafes met this basic need and provided employment. Supplies and tools

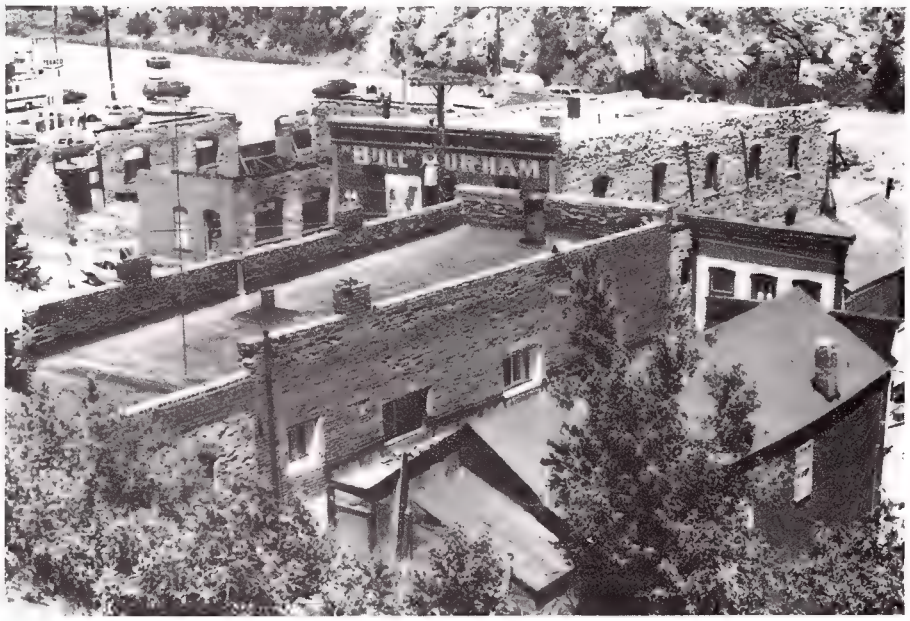
were furnished by hardware stores. Dry goods and general stores flourished in profusion.

Constant change was the order of life in the communities of Clear Creek Canyon as well as for the railroad that served them. With the rising and falling of the mine business went all businesses on Clear Creek.

Many miners and workers came to American mining towns from other countries. Irish, German, Welsh and many other nationalities came to work and live. The varied texture of their lives hinged on the mines. Most of the original families are gone now, moving on in search of stability if not fame and fortune. But some stayed. Some quirk of fate provided them with the means and ability to remain. These are the people we have to thank for what still remains of Black Hawk and Central City. They bought and preserved what they could, watching over it through the years. A lot remains as it was if you look beyond the tourist, gift and souvenir signs. But pause a moment and thank them all – those that couldn't remain as well as those that did. They were the builders. Their only monuments are the structures they left behind.

Our limited knowledge of their lives can also be a kind of monument. Communities are made of peoples' lives as well as structures. Think of them as you re-construct hardware and structures in miniature. It will help you weave the flavor, texture, and mood of the past into your models.

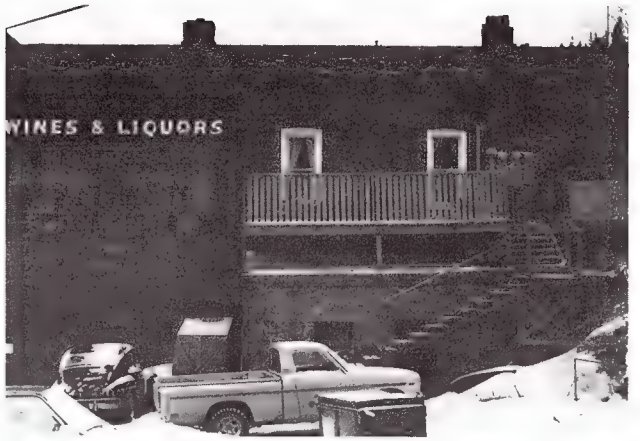
Just southeast down Main Street a few doors you can find the Gilpin Hotel (see map). I'll present the Hotel (named for Gilpin County) next in our journey along Clear Creek.



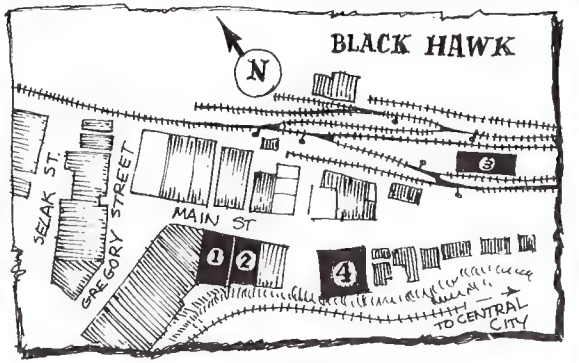
The view from "central" Central City. Notice the Bull Durham building in the background. This photo also shows why there is no rear elevation to the drawings since the buildings back up against the mountainside.

The intricate wood patterns of the cafe are made somewhat easier to model by breaking them down into sub-assemblies. The contrasting paint gives the building an "old west" flavor.

The arched windows of the "saloon" indicate that it was probably quite an elegant establishment in its heyday.



The saloon side with the intricate stairway. The upper floor now has a number of apartments.

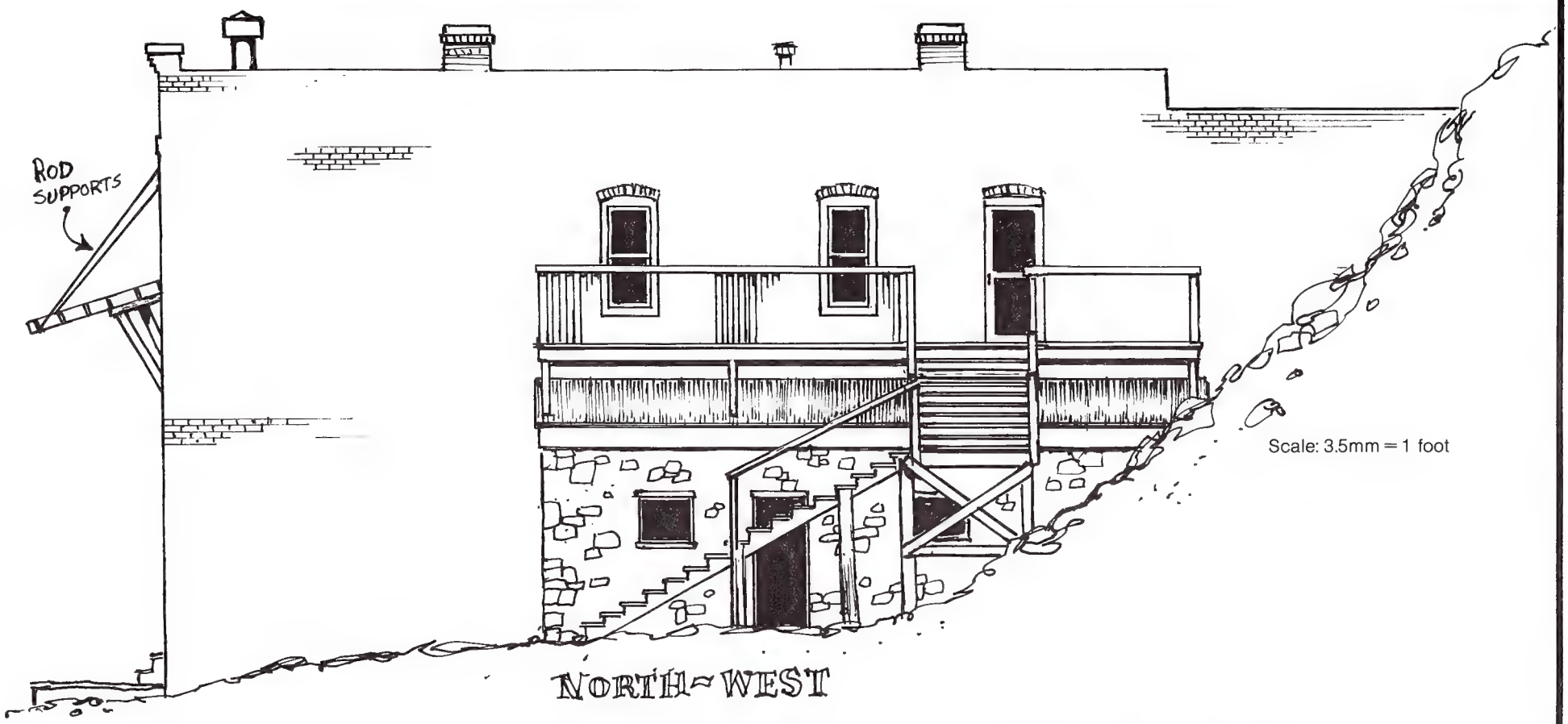


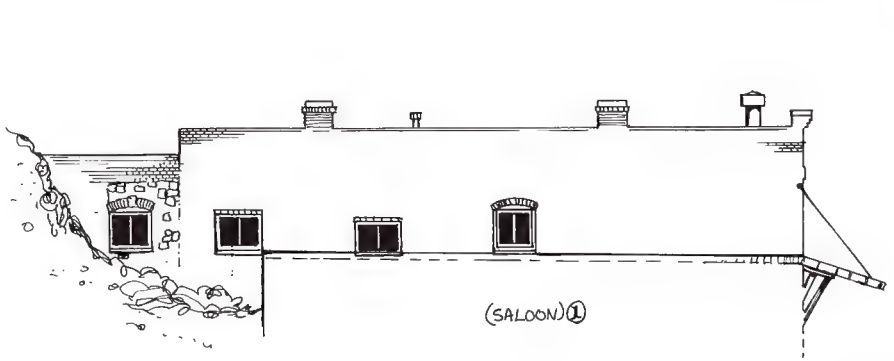
① SALOON ③ DEPOT
② CAFE ④ GILPIN HOTEL

The models of the Cafe and Saloon nestle up against a mountain. Therefore they are merely flats or very compressed buildings.

FRONT ELEVATION

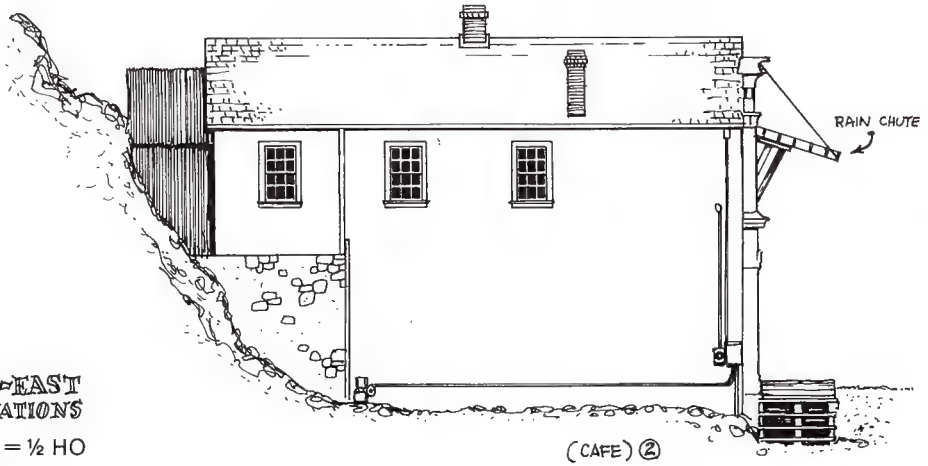
Scale: 3.5mm = 1 foot
Drawn by Harry Brunk





SOUTH-EAST ELEVATIONS

Scale: = ½ HO



7/16 Scale THREE FOOT GAUGE MASTERPIECES

by Richard Runyon
Photos by the author

Seven-sixteenth scale, narrow gauge; it runs on "O" track but feels like ½ inch, uses lots of "O" castings and parts but builds up to a size which you can really have fun with. Perhaps that was all the prompting I needed from Fred Hill of the Whistle Stop in Pasadena to buy Joe Murphy's extra Cook Mogul in 7/16 scale. Joe had built three of these locomotives at one time; one for a doctor, one for himself and one extra. I took the latter. Eventually I acquired Joe's model as well as his Consolidation and three Americans.

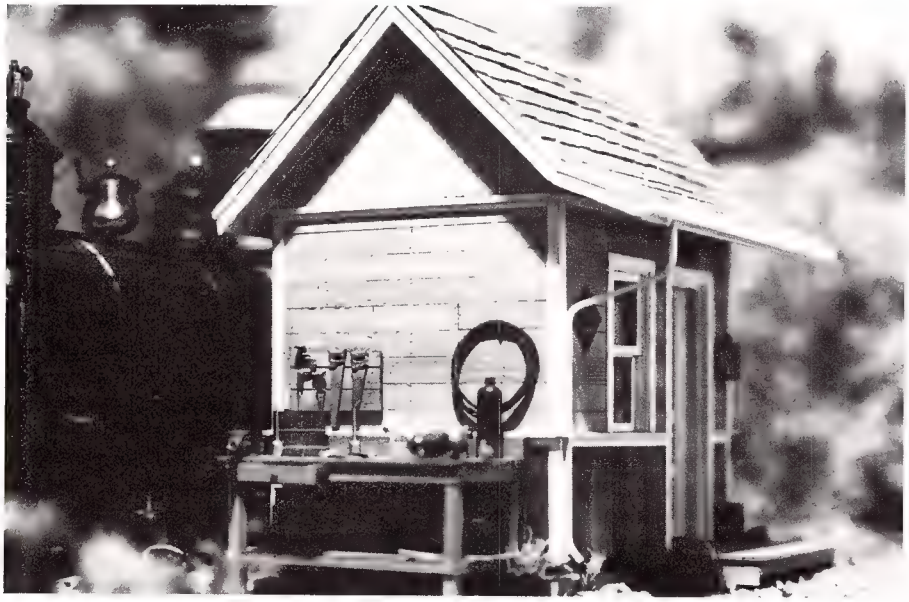
I had been looking for a way to stop buying each month's exciting new On3 model. They were slowly filling my cabinet while no longer being the investment I intended them to be.

Joe Murphy enjoys working in this scale as it gives him a chance to build something he "can see", use "O" parts and actually use nuts and bolts for construction. I think he has done an excellent job and where he has taken liberties in design he has done it in good taste. Joe is now working on coaches and a combine as well as a K-27.

One drawback to me has been the time it takes to build these locomotives. They are all brass, hand turned and put together bolt by bolt, no less. This takes eight to 14 months apiece on a spare time basis. But it's worth the wait. These engines run smoothly, are great at slow speeds, weigh about five pounds, and have lighting. I've put sound in all the engines with a cam driven pickup. The two Denver, Leadville and Gunnison Moguls 110 and 112 sound really great double heading with their sound systems. The original Whistle Stop in Pasadena is now selling 7/16 knuckle couplers which work well yet I'm still using link and pin due to the period of the models.

Now that my rolling stock is well underway I'm turning my attention to the layout. The background scenes are from photographs I took on the Western Slope in Colorado. The earth used on the layout is from near Leadville. The first building was made by the fine hand of Colin Emmerson, truly an artist. Colin is very interested in 7/16. He is now working on a Forks Creek station and eating house. With Colin's touch it's got to be a fantastic model. The figures in the scene were modeled and cast in brass by Joe Murphy. Since then I've made a half dozen other figures by cutting down and re-working ½ inch scale models. My goal is to make ¼ of my den a 7/16 Colorado setting and the rest of the room nondescript so I can still run "O" and "On3". Seven-sixteenth scale has lowered my aspiration for a big railroad but I love it.

Baldwin #12, "The Sonoma" of the North Pacific Coast was painted in London by David Holt, a real artist and craftsman. David painted everything by hand, no decals and pointed out he could not have done it with our toluene based paint. David tried U.S. paints but could not correct mistakes without using the different based English paint. He faithfully copied the painted details of "The Sonoma" from a photo of the restored engine at the railroad museum in Sacramento.



This little building was scratch built by Colin Emerson. Colin said that he found many ¼ inch scale castings that looked right in 7/16 inch scale. The windows and doors in this structure were built up and they work.

Photo opposite: A pair of Denver Leadville & Gunnison 7/16 scale iron horses meet on a photographic diorama by Richard Runyon. This is real model building artistry.

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NORTH PACIFIC COAST.

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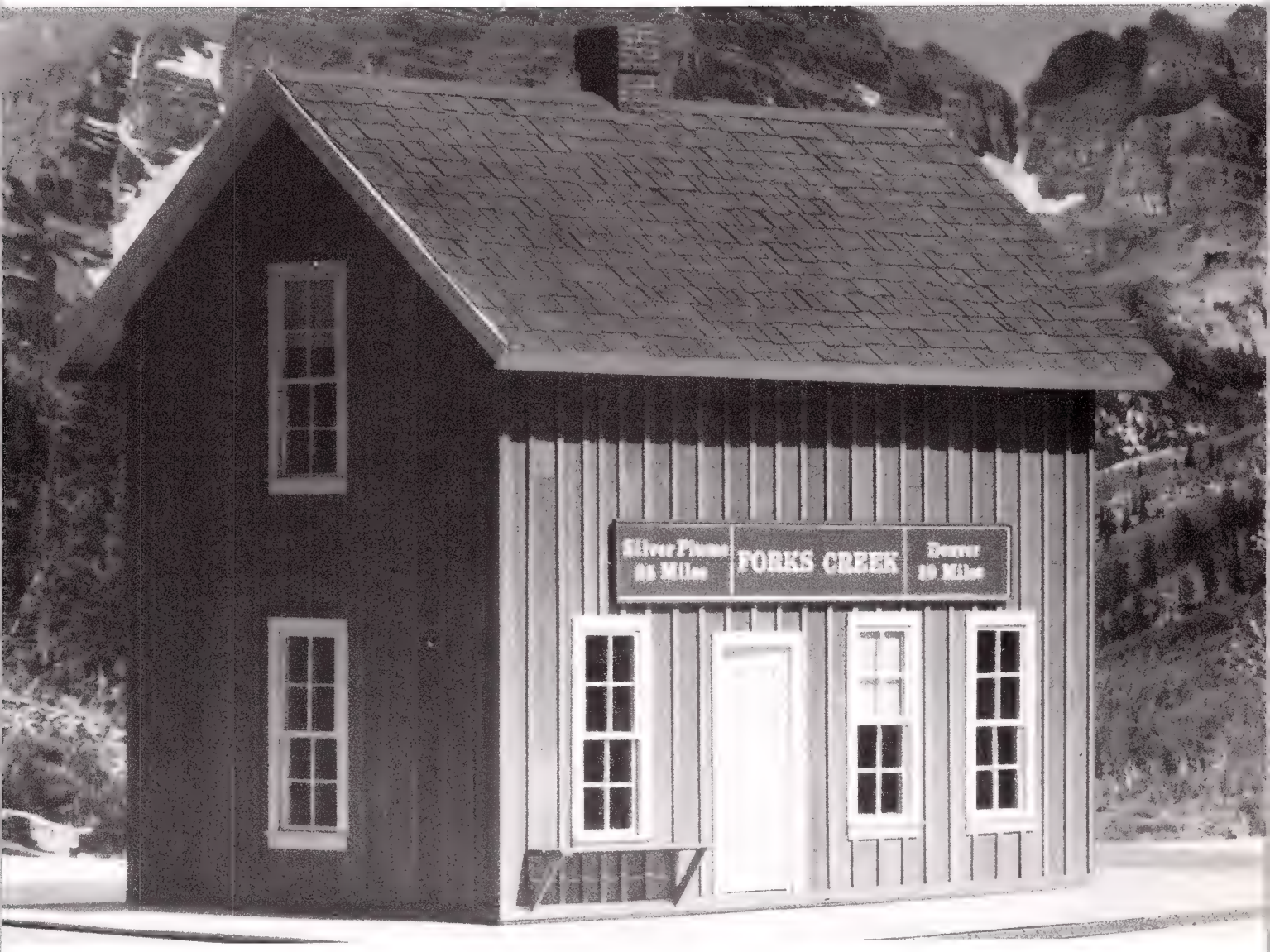
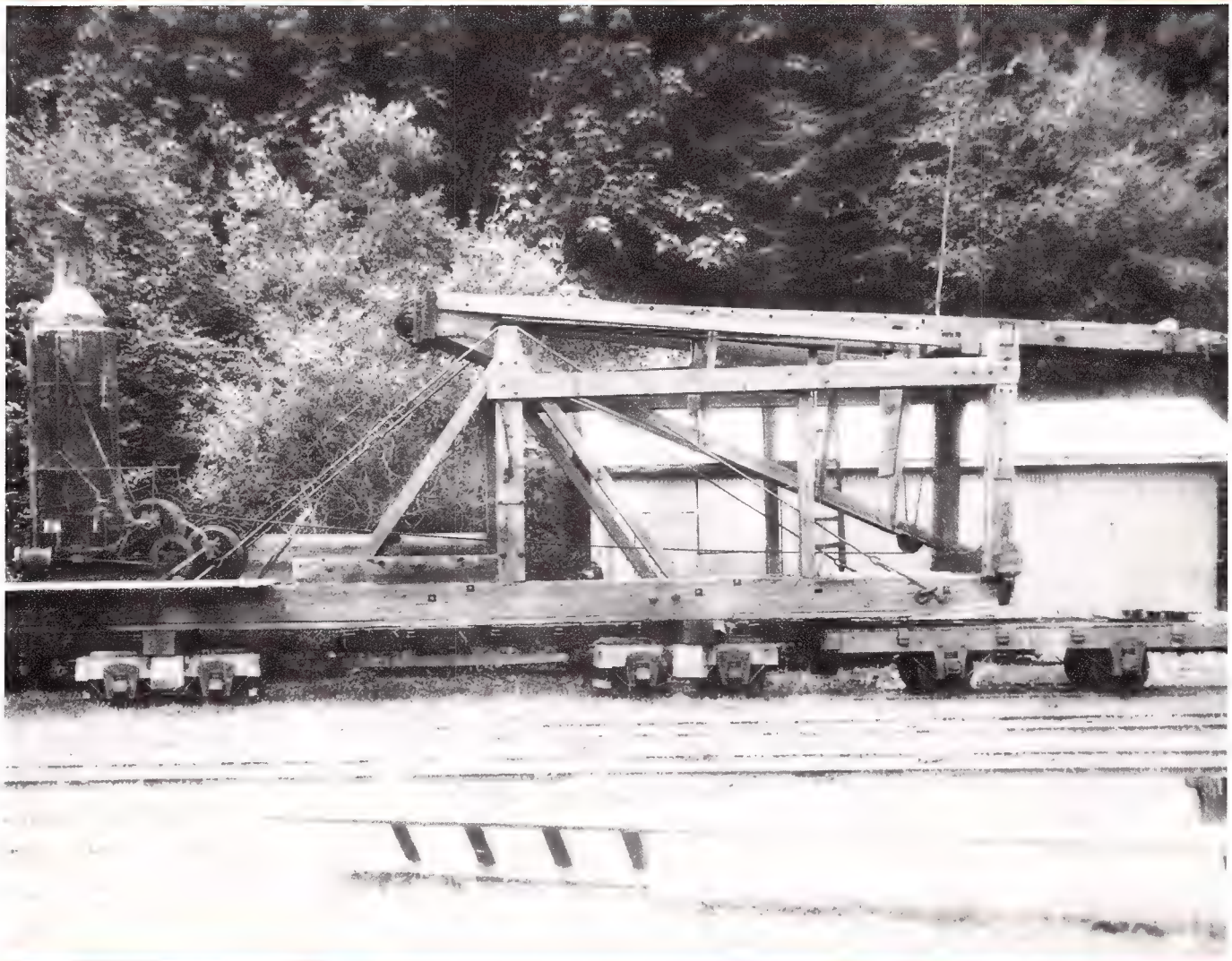
112



Above: This beautiful 7/16 inch scale Forks Creek station was scratch-built by Colin Emerson for Richard Runyon. The model is built out of scale lumber and has scratch-built windows and doors. The building also has an interior. *Photo by Colin Emerson.*

Opposite top: The *Sonoma* is now on display at the new California State Railroad Museum in Sacramento, California. Here is the beautiful model built by Joe Murphy for Richard Runyon.

Opposite bottom: This little Denver Leadville & Gunnison Mogul looks real enough to climb on board. The meticulous workmanship is obvious in this close up photograph.



An On3 Pile Driver

by Ken Schmelzer
Photos by the author

Introduction

I am one of those model railroaders with a particular penchant for rare one-of-a-kind items of railroad equipment. I frequently select items to model from flashes of interest as I research data for other models. I always have one or two models on the back-burner, hoping to find time to build them.

In 1964 I got source information on the Hammond Lumber Company pile driver from the late Bert Berg. Bert and I had been swapping logging ideas for a number of months and when his early sketches and numerous photographs arrived in the mail, I was hooked. I started the pile driver in HO in 1965, but other priorities sidetracked me and the model was never completed. I changed scale in the late seventies and destroyed the model. Then in the early winter of 1980, I suddenly remembered the old data and began an O scale version of the pile driver. This project encompassed two countries and several excellent model builders.

As you will see if you study the plans of the driver in the July/August 1981 issue of the **GAZETTE**, not many of the timbers are standard lumber yard sizes. Since I prefer Sugar Pine for model building over the readily available Basswood, all wood for this project had to be custom cut. A number of us in the Northwest have formed a narrow gauge loggers clan and at one of our meetings several of us decided to build this pile driver sooner or later. I preferred sooner so Gordon Varney of Vancouver, B. C. fired up his table saw and in one evening cut enough wood for several pile drivers from a list of sizes I had drawn up. I prefer Pine as I use alcohol stains to weather and color the wood of unpainted models. No available data shows that the pile driver was ever painted, so I assume that all of its wood was highly weathered or stained with oil during its years of use. I used a mix of black and brown dye to get a warm brownish grey appropriate for the machine at about five years of age. All wooden parts were cut to size, lightly sanded as needed with 600 grit wet-or-dry paper and then stained. One of the joys of alcohol stains is that the dye seals the wood fibers giving no surface unacceptable to glue. I used a Jarmac disc sander to sand all the timber ends exactly to angle and length.

Photo opposite: This Arcata & Mad River pile driver is similar to the one described in this article. The A&MR was built to the odd gauge of 45 and ¼ inches. *Photo collection of Ken Schmelzer.*

Right: The pile driver in full open position. Note the subtle color of the timbers. This was achieved by the use of alcohol dyes.

Below: The pile driver in folded position ready for movement.

The Sled

I built the sled first. I used .020 monofilament for the tie rods, gluing them in place with Super Glue and painting the assembly as I went. I then pre-sprayed a large number of Grandt NBW casting sprues. I used Floquil Rust darkened with Roof Brown and lightly oversprayed with Grime or Dust. I mixed colors a bit and sprayed some of the castings different colors from others. Then I mixed the castings when I applied them to the model.

At this point it is very important to check the model for squareness and flatness. I use a sheet of plate glass for a surface plate. From this point on everything must be square and true.

The Superstructure

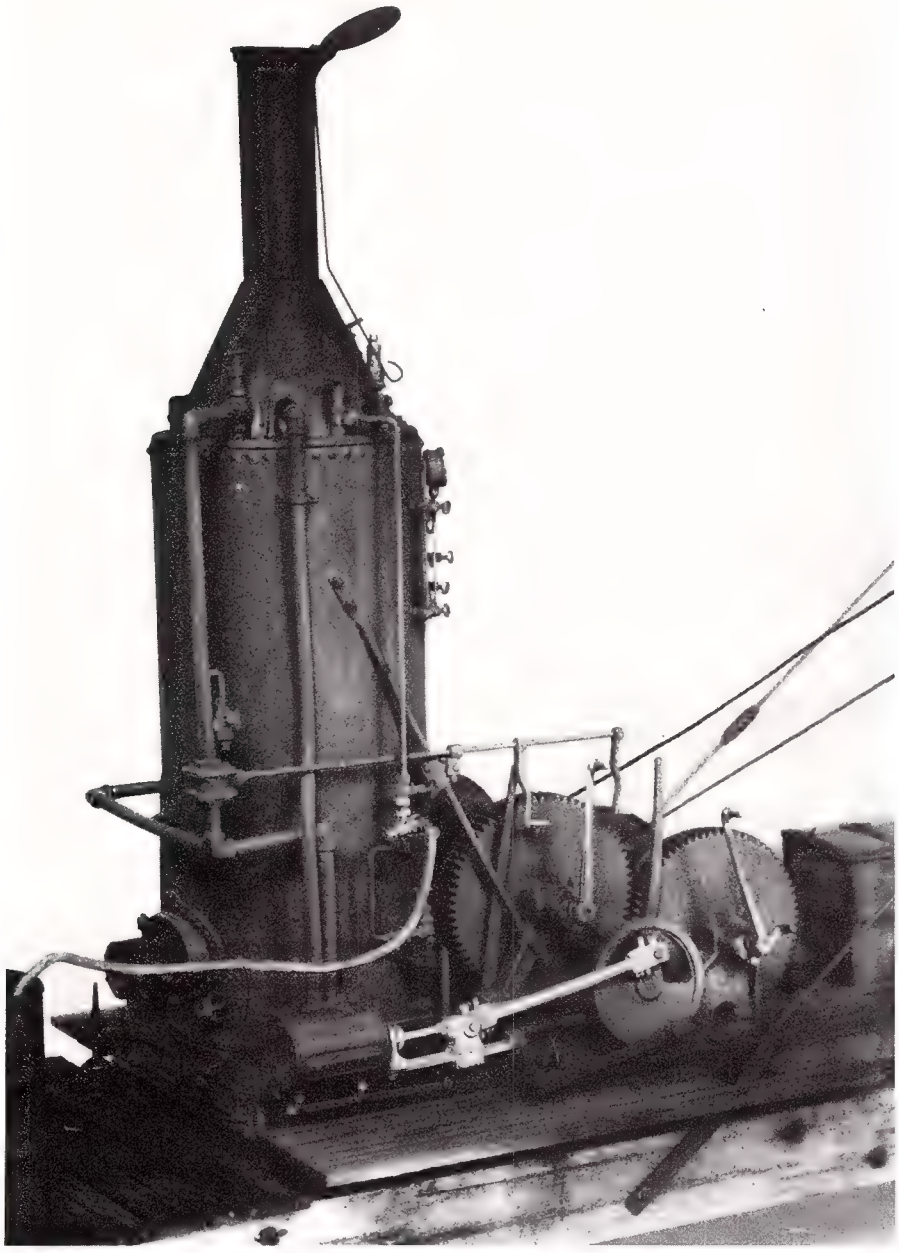
Next came the superstructure. I planned ahead by pre-drilling any holes needed before assembly. It's easier this way and you don't risk damaging the model later on. After the main superstructure was assembled, I added the hoist mounting timbers. I used 8×8 timbers under the hoist. The photos show these. I had my Brommer hoist assembled before this stage of assembly.

Next I added the truss rods and yokes to the superstructure. The saddle casting is included in a set of special castings created for this model by Charles Brommer. I used brass strips for the yoke. I cut a test gauge from styrene to check the four yokes for size and shape. I drilled holes in the ends and glued with Aron Alpha or Super Glue. I glued one end securely, then threaded the monofilament into position over the saddle and through the drilled hole in the other yoke. Holding a slight tension on the truss rod, I then glued the filament in place and cut away the excess. I added the ladder and tool box after installing the deck planking. Adding a multitude of nut-bolt-washer castings came next. I drilled holes and press fit them in place because this model gets a lot of handling during construction. Grandt's turnbuckle castings work well here also.

The Tower and the A-Frame

Now came the hard parts. My early information was erroneous so I built the next parts three times before getting everything to fit correctly. Al Armitage's drawings in the last issue incorporate the corrections on my model so you should have very little difficulty here. I built the tower A-frame next. I worked carefully on the glass plate to get the work symmetrical to the centerline and to keep this frame exactly flat. I added all details and castings along with the nut-bolt-washer castings then. I used code 40 nickel silver rail for the swivel rail. I heated it cherry red with a torch, allowed it to cool and bent it squarely into the formed cavity in the frame bottom. I cleaned and painted it and let it dry a few days before I glued it in place with Super Glue.

Next I built the ladder section of the tower, again keeping everyting flat and symmetrical. Again I added all details. The sheave and latches are from the Brommer casting kit. The latches were drilled about .032 or so for a loose fit on the .032 support rod. Next I assembled the tower A frame and ladder with the 4×5 longitudinal stringers. Again I built this up on that sheet of glass using blocks of wood to support the assembly while the glue was drying. A number of compound angle cuts are required here so I found it best to cut each *pair* of timbers by trial and error. That Jarmac sander paid for itself here. I added the two plank platforms and checked everything for alignment. The Brommer hinges went on and I set it aside for a few days. By now my nerves were ragged so I did some track laying for a week or so before I started the pile driver hammer guide.

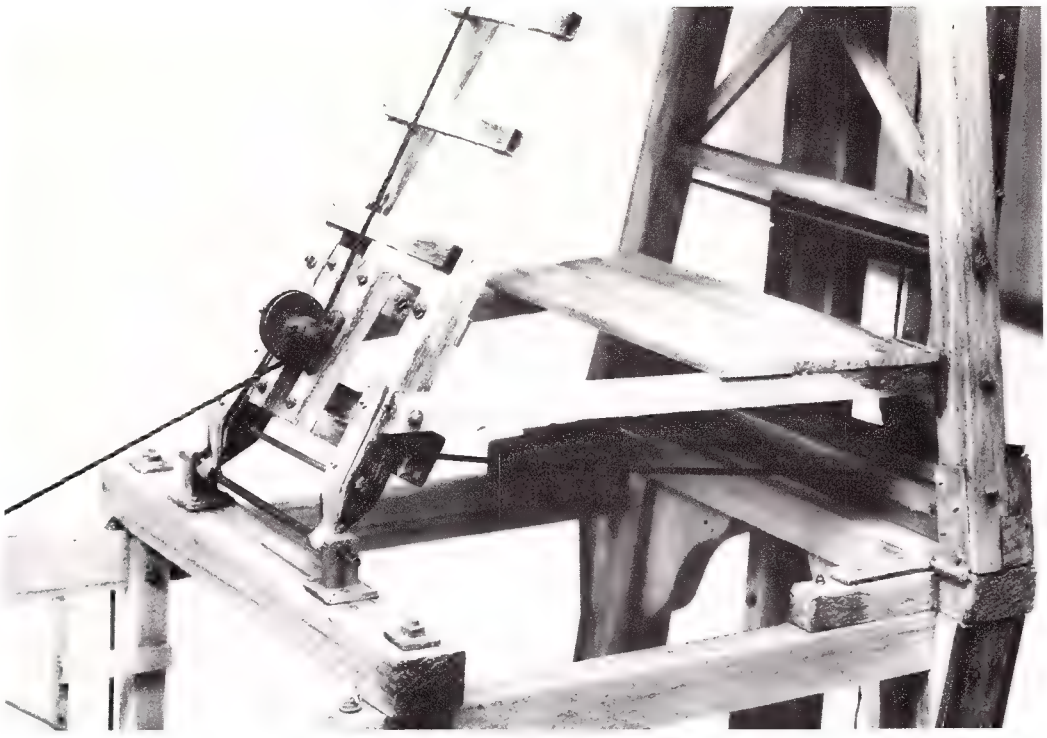


This close up shows the beautiful detail on the C.H.B. hoist engine.

Photo opposite: The Mutual Lumber Company owned and operated this pile driver. Notice the enclosed machinery space andthe lack of any trucks. The side porch is a nice touch. *Photo by Kinsey, collection of Ken Schmelzer.*

Ano 15-
Lmbr Co
Kinney
Ak.

No. 3
Benson Lumber Co
Clatskanie
C. Kiesel Photo Seattle



A close up photograph showing the timbering and other details of the completed model. Notice how effective the nut-bolt-washer castings are.

The Hammer Guide

The hammer guide was a joy to build. I assembled the 6×8 and the 5×10's and laid out the locations of all of the nut-bolt-washer castings and drill holes for mounting. I used a drill press, but a pin vise will do as well. I pressed in all of those pre-painted nut-bolt-washer castings. The 2×6 channel was made from three strips of Evergreen styrene. I let it dry overnight and pre-painted and weathered it. I let it dry a day or so and glued it in place with Elmer's Glue. Brian Ellerby of Evergreen says Elmer's works well on styrene to wood assembly and he seems to be right. The guide top was next. I added all details to this assembly before gluing it in place. The metal brackets were built of styrene with nut-bolt-washer castings. I almost forgot the cable hole in the timber for the hammer line. A pre-cut wood spacer kept the guides parallel. Again, I worked off that centerline and kept everything flat. I next built an Oak two-part press die to make the three guide straps alike. I annealed three or four brass strips about two inches long. It's easier to cut off the excess than find out you are too short later on. I bent the strips to shape, and got three exactly alike. I drilled all holes needed plus holes for bolts. You will want to pin these straps in place with nut-bolt-washer castings after first gluing with Hot Stuff or Super Glue. The holes in the bottom end of the hammer guide for the removable bar needed to be done now but the pivot rollers were added later.

Back to the tower assembly; I built up the pivot bolt strap at the top and painted it and glued it in place. I drilled a clearance hole for a bolt. Threading the hole for the bolt in the top guide strap, the bolt will go through the tower and thread into the strap. This allows the guide to swivel for pile battering. I assembled the guides to the tower. Holding everything in place with a rubber band I added the roller castings to just clear the RR rail added earlier. Everything must swing freely now. This assembly is quite delicate.

Next I built the rear tower support. Pre-painting of course, I drilled holes for the Brommer castings and glued them in place. I used an .032 rod for the support pin. Now the tower assembly with guides went onto the pile driver superstructure. Checking for fit, I adjusted where needed and added Brommer hinges. I preassembled hinges with pivot pins, painted and glued them in position with Hot Stuff. Glue in the hinge barrels here could cause a real problem.

The Hammer

Next I studied photos and assembled the Brommer driver hammer kit. I pre-painted and weathered and pulled the removeable bar and slide hammer onto the guides. You might need to adjust Charlie's slots with a file to fit your channel. I didn't. I mounted the Hoist unit and rig hammer with line. I used black rod winding silk for wire rope. It is braided and has no fuzz, is limp and accepts thinned out Floquil.

If you decide to build this pile driver the rest is up to you. Study details on other drivers shown and complete the design yourself. One hint I might include is to clean all brass and Brommer parts with alcohol and blacken with A-West Blacken-it. This makes a good paint primer and keeps the bare metal from showing when the paint wears off.

Parts List:

Hammer & Pile Cap	C.H.B. Models #PD-51
Sheaves & Bearings	C.H.B. Models #PD-52
Hardware including hinges, ratchet & gimbals, truss rod seats, latches etc.	C.H.B. Models #PD-53
Hoisting Engine	C.H.B. Models #DE-320
Turnbuckles	Grandt #54 styrene
Trussrods & Tiebars	#30 Monofilament line
Yoke	.015" × .083" brass strips
Angle Iron, Iron Straps, Angle braces	Evergreen Models styrene strip stock
Assorted nut-bolt-washers	Grandt styrene castings
Assorted sizes of Pine or Basswood lumber stock	
Tilt Rail	Code 40 nickel silver rail

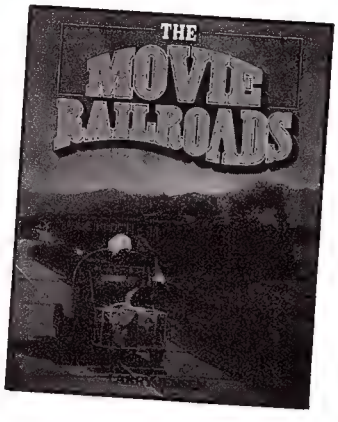
Plans for the Hammond Lumber Company pile driver appeared in the July/August 1981 **GAZETTE**.

THE MOVIE RAILROADS

"Places, Everyone, Quiet on the Set, **Ready! Camera-a-a! ACTION!!**"

Mid showers of sparks, billowing smoke and the thunder of steam, the noble iron horse surges into view while Hollywood's eager cameras recapture for audiences around the world the excitement and drama of railroading's Golden Age.

Who can forget those stirring sagas of the shining rails—*The Great Train Robbery, The General, Union Pacific, How the West Was Won, High Noon* and countless others! **The Movie Railroads** takes you on location to California's Mother Lode, the plains of Texas and Arizona, and snowy mountain passes of the great Northwest. Discover the special tricks, techniques and problems of railroad film production. Meet the actors—John Wayne, Jimmy Stewart, Buster Keaton, Joel McCrea, Clint Eastwood and a host of others. Go behind the scenes for a look at some of the hair-raising episodes, narrow escapes, and hilarious anecdotes that were part of the landmark films starring the iron horse.



Rail and film historian Larry Jensen spent years of research, interviewed scores of actors, directors, technicians and railroaders to compile the data and photos for this unique book. It includes movie lists, casts, rail equipment rosters, location maps, promotional posters and over 350 action-packed photos.

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RIO GRANDE SOUTHERN – OPHIR DIVISION

by Gregg Condon
Photos by Robert Wundrock

The Rio Grande Southern-Ophir Division is an HOn3 layout representing the north half of the RGS in the 1945-1950 era. The objectives of the layout are to present a historical three-dimensional portrait of the RGS and to provide an opportunity to operate a model railroad as prototypically as possible.

Choosing a Prototype

As with many dyed-in-the-wool railfans, my love affair with railroading has been lifelong. My first model train was a Lionel presented to me for Christmas, 1949, when I was two. My scale model railroading commenced in 1958 in HO, and I served a long apprenticeship in that gauge until I switched to narrow gauge in 1970.

When I switched to narrow gauge I had to identify a favorite prototype from among several interesting possibilities. I considered building the C&NW Fennimore-Woodman, Wisconsin line or the Quincy & Torch Lake in On3. In HOn3, I considered the East Broad Top and the big three Colorado narrow gauges as potential model subjects.

I decided on the RGS for the following reasons: 1) My all-time favorite railroad photographs were of prototype scenes at Ophir, Vance Junction, and Lizard Head. 2) The RGS was the one place where equipment from all three of the major Colorado roads could be found together at a fairly late date (there was the RGS' own equipment, D&RGW rented locomotives and freight cars in interchange, as well as the C&S cars that receiver Miller had purchased for the RGS). 3) The appealing Galloping Geese were unique to this road. 4) The RGS seemed to exhibit the best qualities of the defiant, unconquerable American spirit. The RGS was sort of a fight-to-the-last-man, "Remember the Alamo" type of situation. 5) The RGS had an interesting variety of equipment, including maintenance of way cars, and a variety of operations. 6) Finally, the RGS was selected as the prototype for my model railroad simply because that RGS herald was as "railroady" a logo as was ever painted on the sides of an engine's tender.

That the RGS is a popular prototype and that many other people share my interest in it is very gratifying to me. I could have selected some obscure line to model, so that I would be the only one in the country to be modeling it, but I prefer the comradeship.

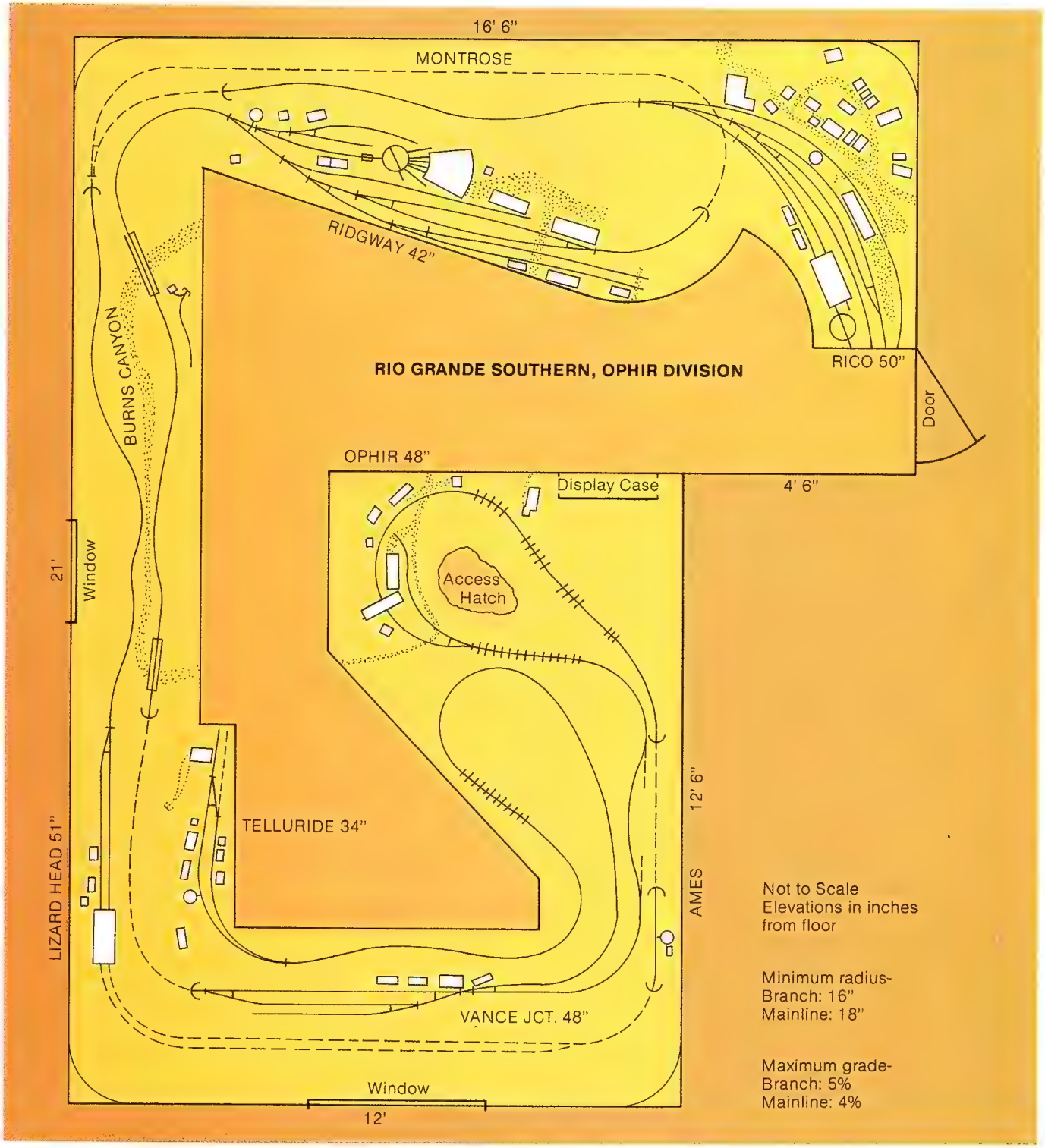
Operation

As the track plan shows, the layout provides for point-to-point operation between Ridgway and Rico with a hidden connecting track providing for continuous-loop operation. The loop operation is useful in testing equipment and for allowing visitors to watch trains run.

In actual operation, though, the layout is operated point to point using a card order system. During these operating sessions, the hidden connecting track coming into Ridgway becomes the holding track for D&RGW trains. Around "noon" on the timetable, a Rio Grande train comes into Ridgway, swaps cuts of cars in interchange, uses the turning facilities, and goes back into hiding from whence it came. The one bit of "staging" required in the operation of the layout is to back this train out of the tunnel and turn it preparatory to the next day's operating session.

One departure from the prototype is having the D&RGW line from Montrose end at Ridgway rather than proceeding on

Title photo: Autumn's first snow has enabled the agent's children to build a snowman next to their Lizard Head depot home.



to Ouray. This allows the D&RGW to come into one end of the Ridgway yard while the RGS departs from the other end.

Another drastic departure from the prototype is the current use of a PFM Shay on the daily round trip between Ridgway and Telluride. Lettered for a private lumber road, this locomotive is supposedly on loan to the RGS. While it "ain't prototype", the Shay sure makes the branch fun to operate considering its 16-inch radius curves and lack of turning facilities.

Back on the main line, each operating session sees a Goose leave Ridgway in the morning and make an all-day trip to Rico and back. At Rico, the Goose supposedly makes a connection with another Goose from Dolores. That is not quite the way the real RGS did things, but then I only have half the railroad to work with. Freight operation is accomplished with two trains on the main line, one each way between Ridgway and Rico.

The operating scheme consists of a deck of 3 × 5 cards, each card containing a freight order. There is one card for each of the possible shipments on the line, but big shippers have duplicate cards in the deck to increase the frequency of their shipments. Dice are thrown to determine the number of cards to be drawn from the deck for an operating session.

There are also a number of joker or situation cards to add extra interest to the game. One card requires a plow train to be run over Lizard Head pass before any revenue runs can be made. Another card calls for several bridge gang cars to be set out at Ophir. Still other cards call for stock extras, fan trips, and the like.

Features of the Layout

The layout is constructed on an open grid framework. Track is handlaid code 70 rail on Campbell ties with ready-made

RGS #20 makes one more station stop at Ophir.

Lambert turnouts. Roadbed is a traditional homasote-on-plywood sandwich. Profile boards around the edge of the layout are made from wall panelling and a matching panelled lighting valence is located directly above the edge of the layout all the way around the room.

The ceiling over the layout is painted white while the ceiling over the aisles is painted black. Because of the valence, the light sources are hidden from view and the layout is well lighted while the aisles are more dimly lighted. Thus the viewer's attention is strongly directed to the model scene. A bank of dimmer switches allows daylight to fade into moonlight for night effects.

The control system for the layout consists of two cabs. A variety of throttles are on hand for plugging into each of the cabs including a homemade transistor unit and a PFM sound system. There are about 50 structures on the layout, mostly scratch-built and mostly based on Colorado prototypes.

As for scenery, a masonite backdrop surrounds the room and rounds off the room's corners. A painted sky and mountains clipped from photo murals create the illusion of distance. Foreground scenery is hydrocal hardshell to which has been applied rock castings – both the rubber mold variety and aluminum foil – and zip texturing.

The aisleway is carpeted, a model display case is built into the profile board where the scenery rises to the ceiling near Ophir, and every other effort has been made to give the room – which is devoted exclusively to the layout – a finished appearance. There is even a pine scented air freshener to add one more dimension to the viewer's impression of the Rockies.

Unusual Features

One of the undesirable features of the railroad room is the presence of two windows. Rather than have the sky backdrop spoiled by the sight of these windows, I decided to completely hide the windows with scenery. Both windows are completely hidden by mountain peaks that rise to the ceiling, leaving enough room inside the mountain for a person to stand to maintain the windows when necessary.

Another feature of the layout that is not often modeled is abandoned trackage. The layout of the abbreviated Telluride yard suggests that there was once more track there. The yard ends in a collapsed wood crib retaining wall and landslide. A torn up track – only the ties remain – disappears under that slide area. At Ames, too, a trail of weathered ties disappears into a rockslide with a new-looking "shoo-fly" built around the area.

Conclusion

The decision 11 years ago to model the RGS was extremely fortunate for me. The research trips to Colorado (Would you believe a wife agreeing to honeymoon in Ridgway?) are the most enjoyable vacations I have ever taken. The friends I have made as the result of being a narrow gauger are among the best friends I have ever had. And, the sense of accomplishment in the Rio Grande Southern-Ophir Division is greater than I have ever felt, even in my professional work. To paraphrase the byline of one of the **GAZETTE's** competitors, "Narrow gauge model railroading certainly is fun!"

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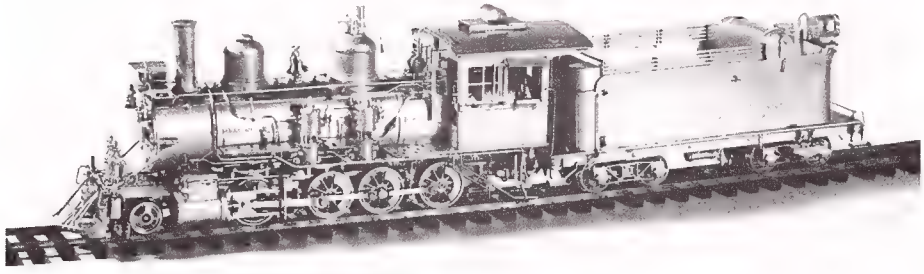

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Malcolm Furlow adds the Fork Creek Station to his Denver & Rio Chama layout.

A Kitbashed Narrow Gauge Coach

Changing an MDC HO Coach into HOn3 Varnish

by Al Turner Jr.

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Drilling Angled Holes Through Wooden Timbers

SHOP TALK

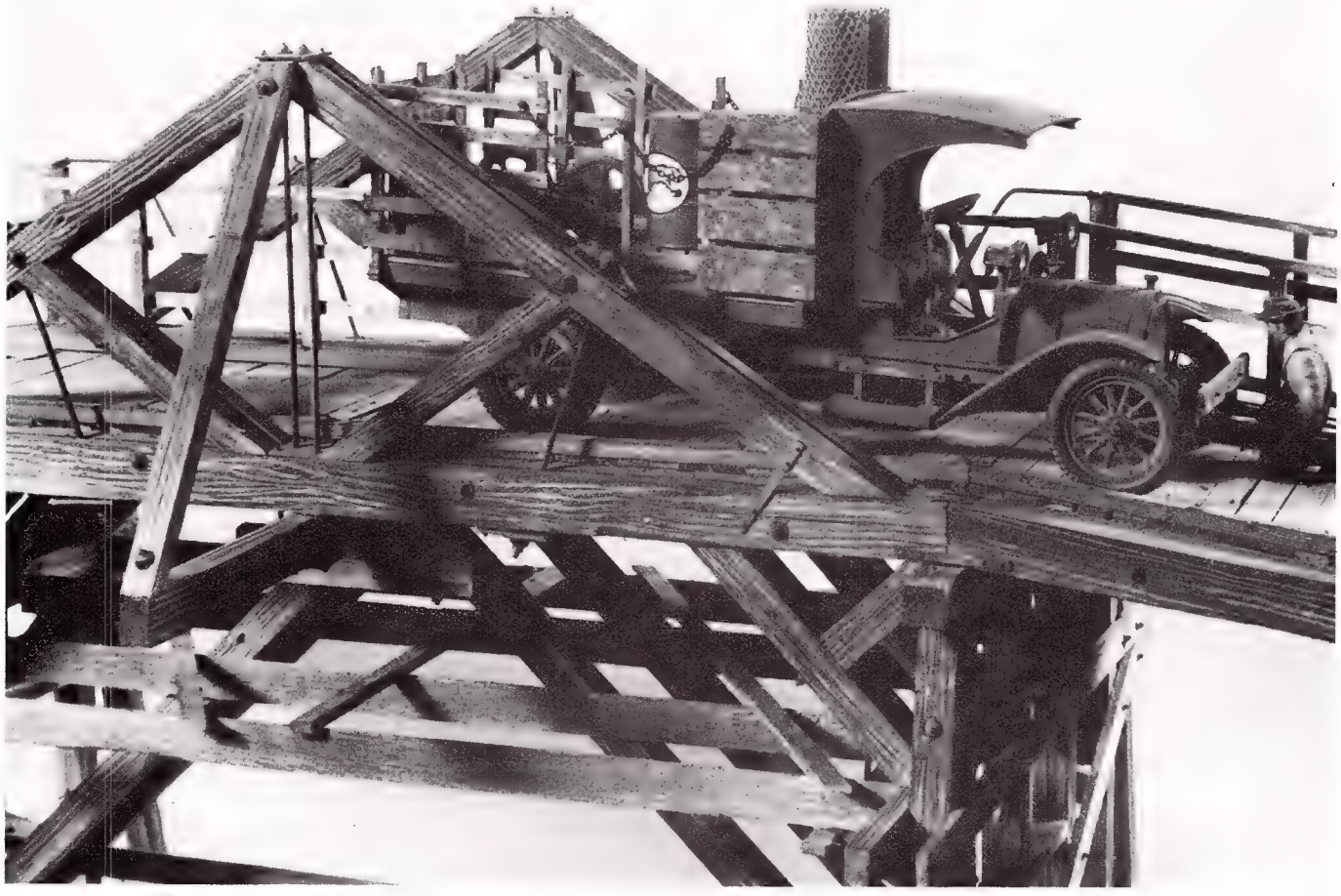
by Mic Greenberg
Photos by the author

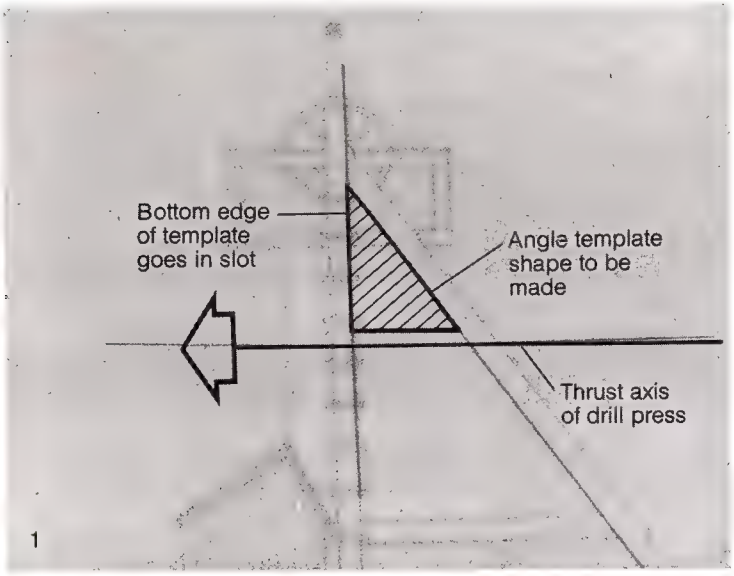
When I'm faced with a seriously limiting difficulty in building a model I do one of two things. I find a way to overcome the problem or give up trying to build that troublesome model. I had given up on building models requiring hole alignment for truss rods until I purchased a Dremel Moto tool with drill press attachment. This tool allows me to drill vertical holes through a guide timber and produce as many timbers as I need with holes positioned correctly for the truss rods to fit through them perfectly. The drill must make an absolutely straight hole through the wood in precise planes both horizontally and vertically. Without a drill press this modeling chore is almost impossible.

I was moving right along , building all kinds of large timbered truss rodded structures when Gene Deimling authored an article on the Fonda, Johnstown, & Gloversville Ballast Grader in the Jan/Feb 1976 issue of the **GAZETTE**. I thought about building this in On3 but had trouble getting started because one set of the truss rods running from one side frame to the other criss-crossed at an angle. (See Illustration A.) Building a one-time jig so these holes could be drilled at the correct angle was one possibility. But what about other similar projects backlogged?

I decided that a jig-for-all-angles was the answer. I designed a simple tool which was actually an adjustable angle drilling platform. My partner, Gary Nash, thought it looked like a medieval weapon and nicknamed it the 'Bombard'. It is now manufactured and sold by the Scale Model Weathering Co. as the AADP-1, Bombard.

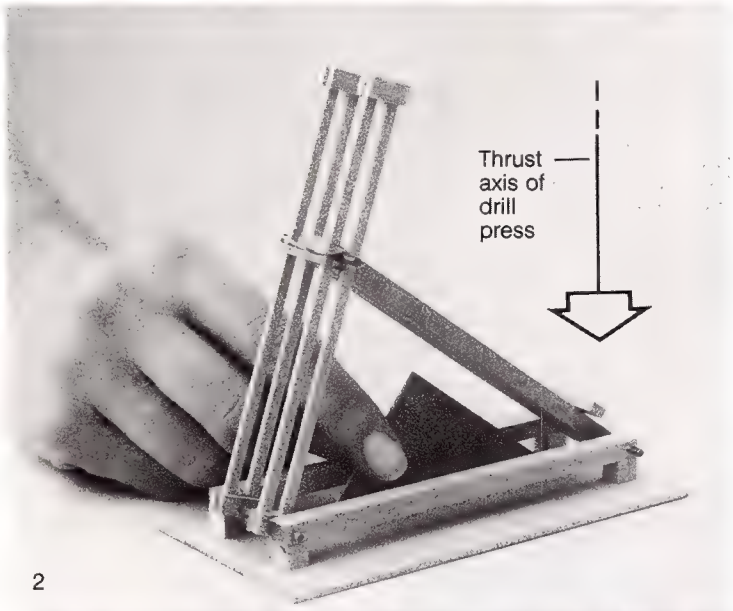
This Jack Work Bridge has some truss rods which required difficult angle drilling.





1

The adjustable angle drilling platform (AADP-1) 'Bombard'. This will allow you to drill very precise holes through wood at the exact angle required.



2

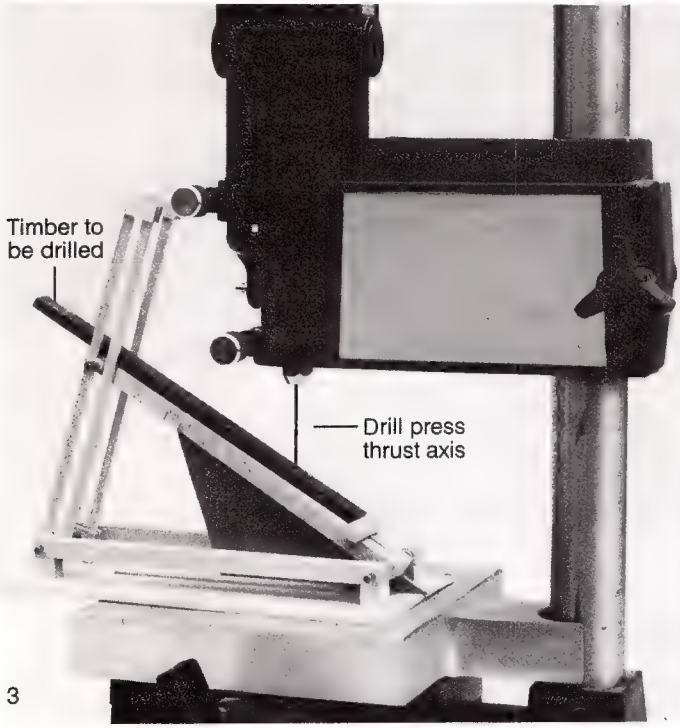
Here is how the Bombard works:

1) A plan view of an angle is drawn on vellum or tracing tissue (see photo). The angle is transferred to the angle template by taping or rubber cementing the vellum to the cardboard angle template material and cutting right through the vellum and board simultaneously, duplicating the angle exactly.

2) The angle template (with the direction of the hole now aligned with the thrust axis of the drill press) is inserted in the template slot and the adjustable angle drilling platform is lowered until it butts flushly with the top of the angle template.

3) Slide the timber to be drilled down the adjustable angle drilling platform until it butts against the stop. This timber should have been marked with the location of the hole and a good deep center punch start hole made. The "start hole" is important because the drill tends to slip when angle drilling is done.

4) Here is a timber with a hole drilled through it at the planned angle. The rod inserted in the timber shown is in the thrust axis of the drill press.



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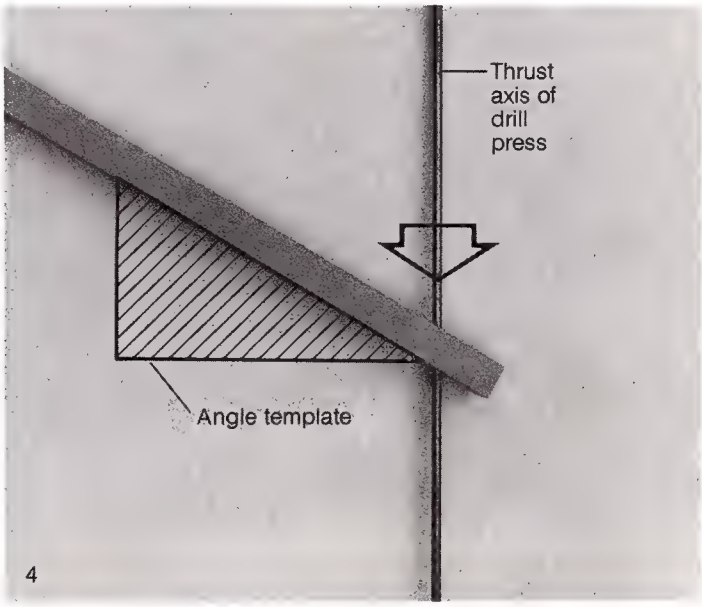
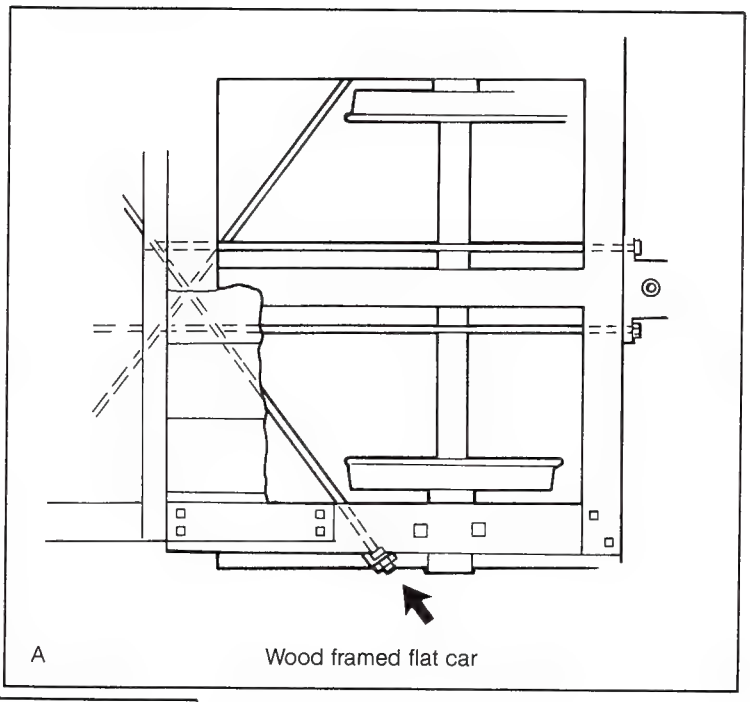


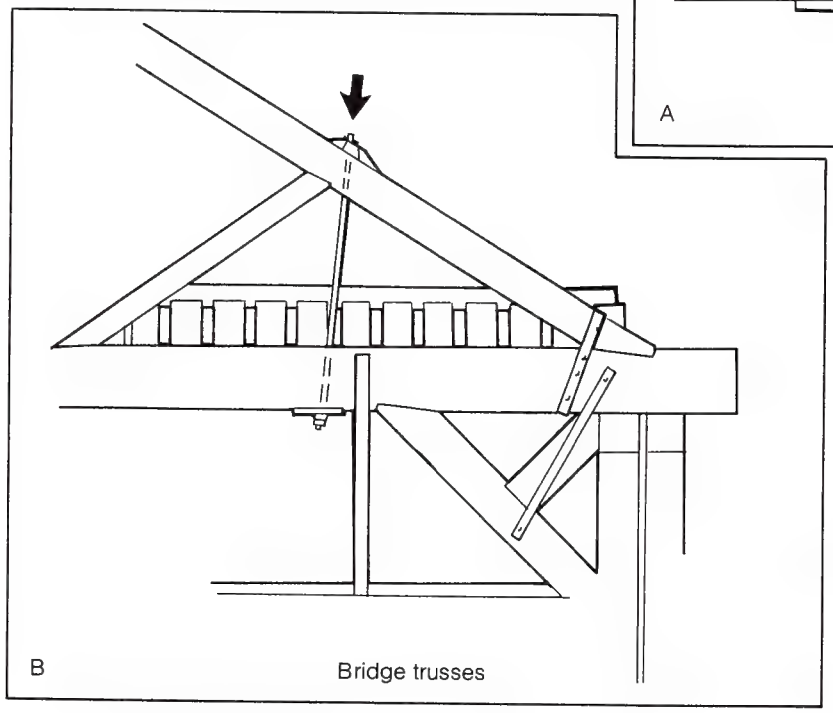
4

A) The angled truss rods on the Balast Spreader. I wanted them to go through the frame so a diagonal washer could be made using small diameter brass tubing. The rod runs through the tubing and is capped with and NBW on each end.



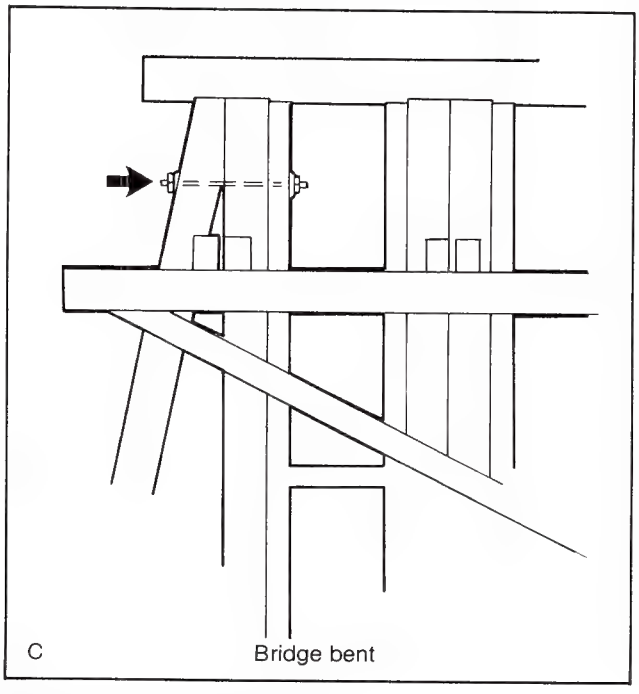
A Wood framed flat car

B) One of the angled rods of the Jack Work Bridge. This one was extra tedious because the angle through the top timber is not the same as through the bottom one.

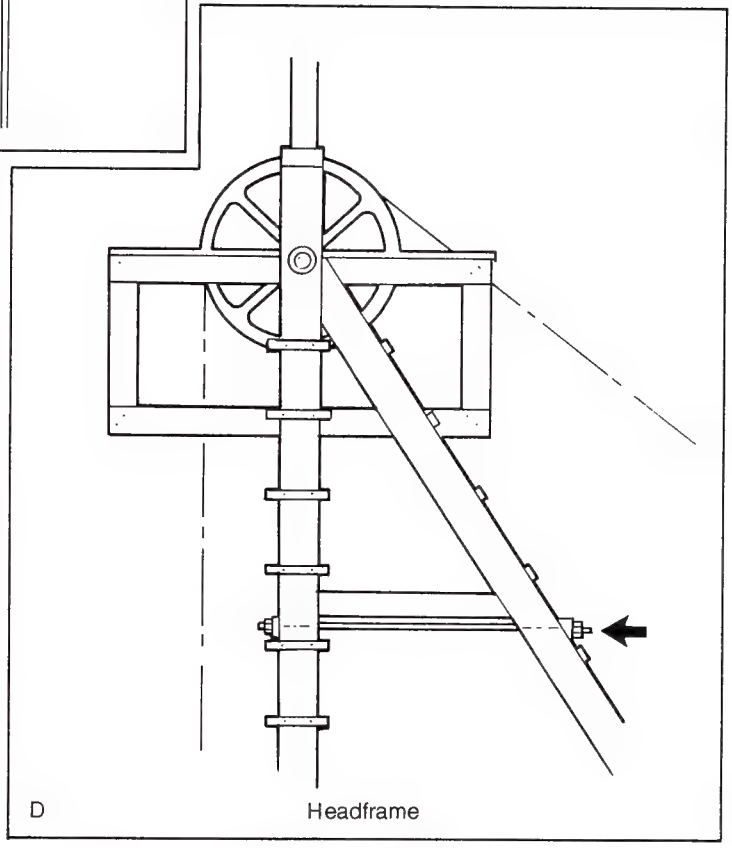


B Bridge trusses

C & D) Bridge bents and headframes often have difficult angles in their truss rods.



C Bridge bent



D Headframe

VIRGINIA & TRUCKEE
Engine No 25

Baldwin Locomotive Works - 1905

Measured and Drawn by Gary Caviglia , January 1981

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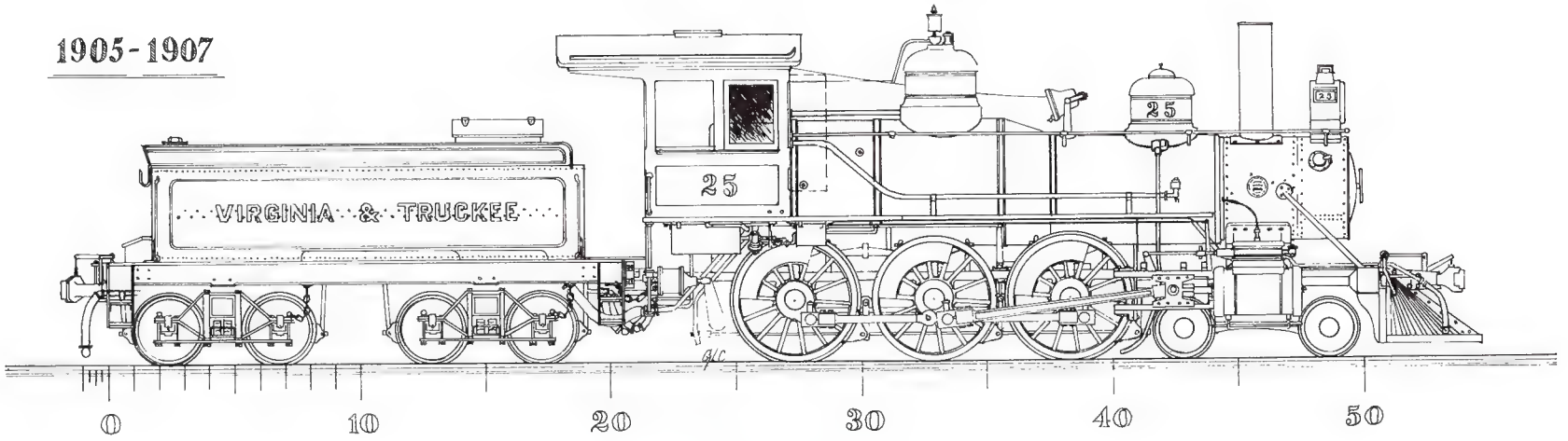
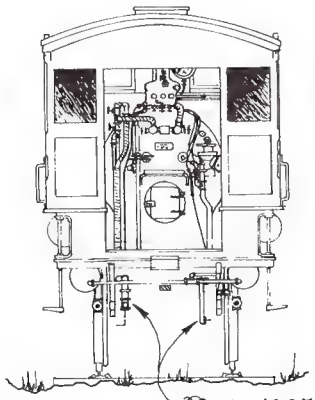
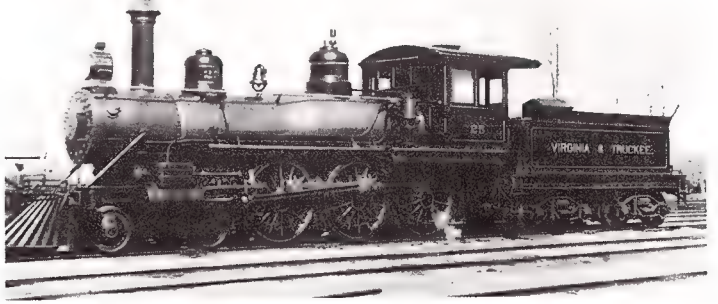
1905-1907

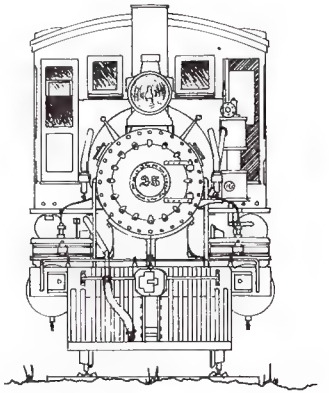


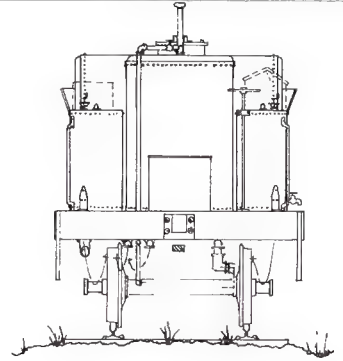
Scale: 3.5mm = 1 foot

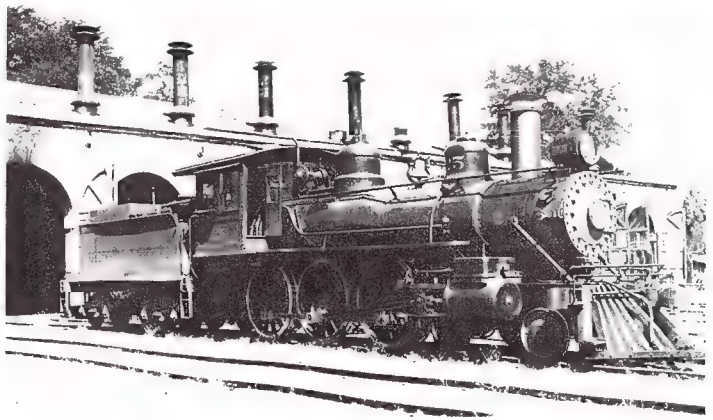


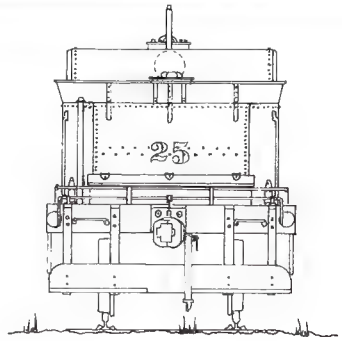
Post-1907 Oil Hose











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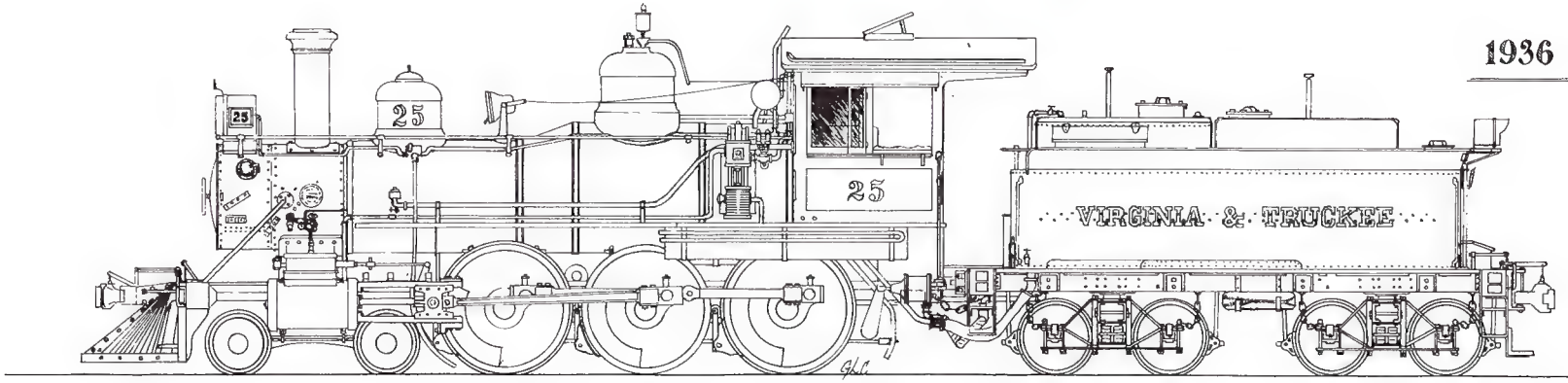

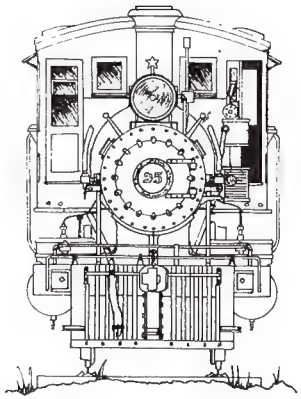

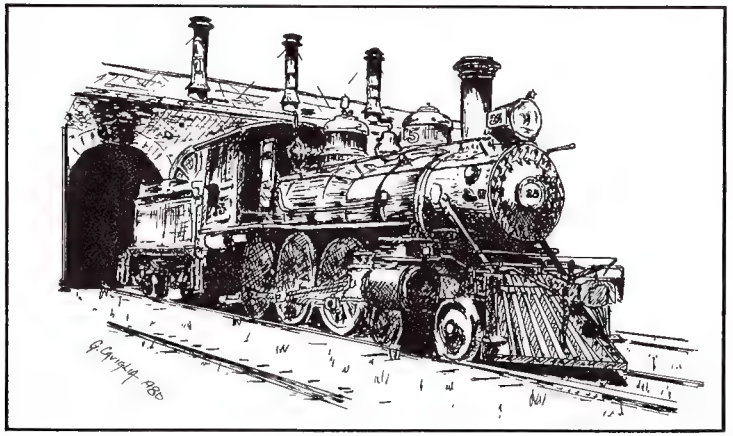

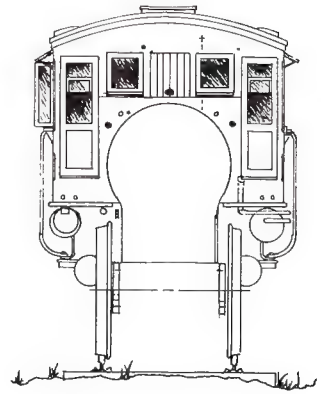

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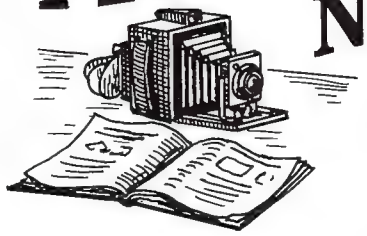


A Simple Locomotive Carrying Case

by Al Armitage

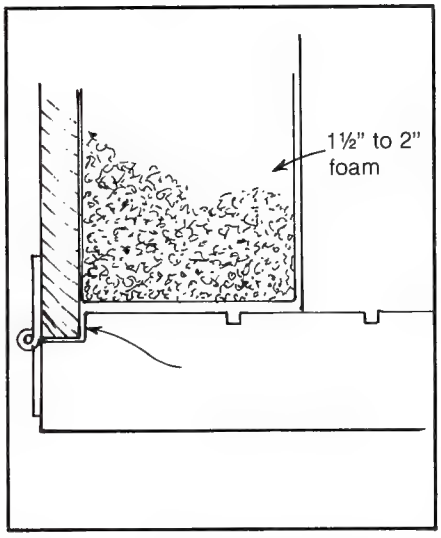
Over the years, I've seen a variety of different types of cases for toting one's favorite locomotive around to club operating sessions, friend's layouts, etc. Most were home-made and featured methods of holding the model in place on a strip of track ranging from the ridiculous to the sublime. I've seen everything from a couple of large elastics, to straps with buckles, to an elaborate system of padded blocks custom fitted to one particular locomotive. I've even seen some in which the locomotive was held to the base with long screws run up from underneath into its frame.

Though they all seemed to serve their purpose, many of these cases struck me as unnecessarily complicated. When I needed a case to carry my Climax model around in, I hit upon the design shown in the photos. This is actually my second version, identical to the first except for size, and was made for my Mich-Cal #2 many years ago. As you can see, it has no "hold-downs" of any kind. It is merely a folding box with thick foam in each half. I just set the model on the base, position the two pieces of foam, close the box, snap the catches, and I'm on my way. When the case is closed the model is actually lifted off the base slightly, so that it is almost totally "suspended" in the foam. Having carried engines around the country, for years, in the trunk of my car without the slightest damage, I'd say the system works pretty well.

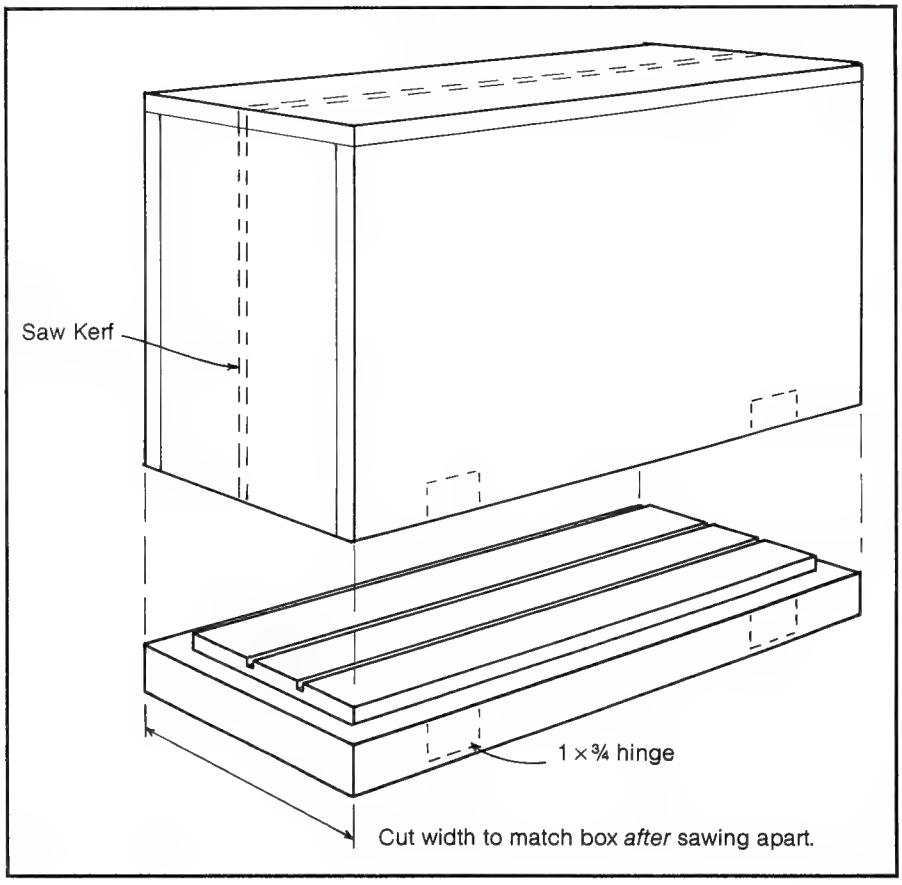
Altough both my cases were built for self-contained geared engines, I see no reason why the design would not be entirely successful for a locomotive and tender combination as well.

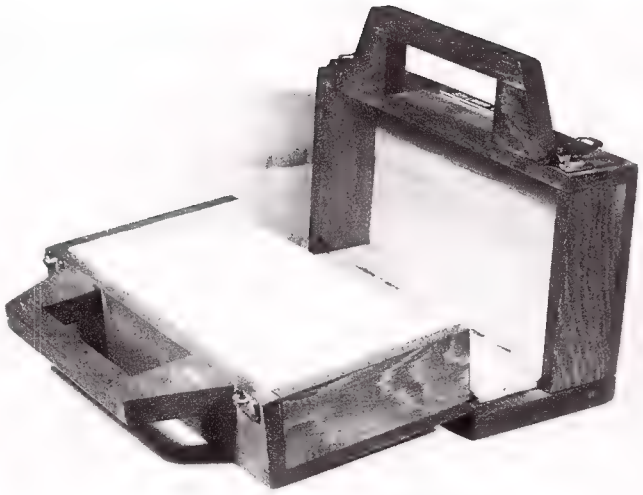
The case is simple enough to build either from plywood or soft pine. If you have access to a table saw, cutting the parts is a cinch but, with a little more effort and care the job can be done just as well with hand tools.

The drawing shows the design and construction details. No dimensions are given since these will vary according to the size of your model. In general, the inside length should be about an inch longer than the model and the height an inch and a half to two inches higher than the model. The inside width is dictated by the thickness of foam used which in turn depends on the width of the locomotive. My cases were made to carry On3 models so I used 1½ inch foam which would also be suitable for any small O scale locomotive. For a large heavy O scale model I would suggest 2 inch foam. The average HO scale engine should be adequately protected by 1 inch foam but I'd recommend 1½ inch thickness for large HO models such as an articulated.



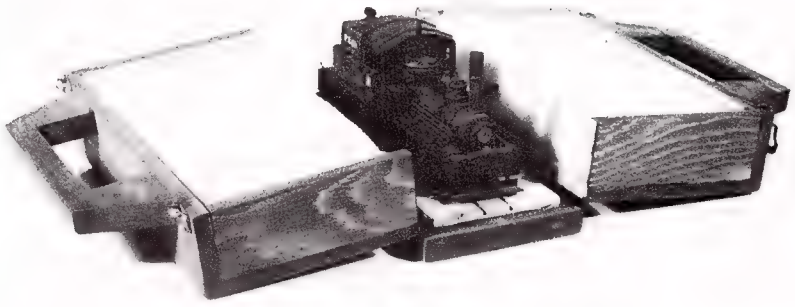
Several types of plastic foam are available, as well as rubber foam, in various thicknesses. These foams are used in seat cushions and other kinds of "padding" in the upholstering trade. Some are quite "stiff" while others are much "softer" and the soft kind is what you want. The foam should have a fine-grained texture and compress easily since it must be soft

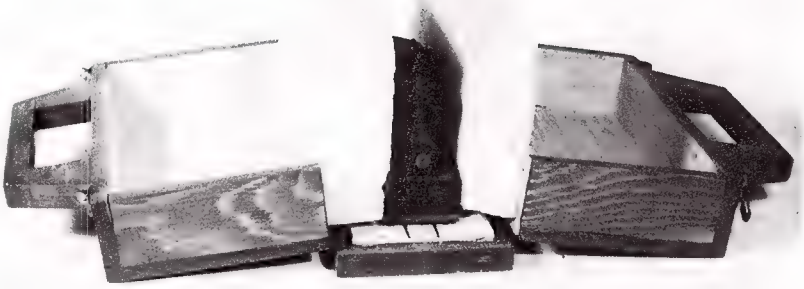




The case with one side open. The impression in the foam in the background is due to a model being stored for a long period of time in the case.

The case open with the foam and a model in position.





The case with foam in place ready to close up.

The case folded up and ready to travel.

enough to form itself around the model without damaging details, yet have sufficient resiliency to support the model and absorb shocks. You can find foam at upholstery shops or some home craft shops. You may be able to pick up scrap pieces big enough for your needs, for next to nothing. I suggest you get the foam before building the box so you can figure the dimensions around the foam. As the small section sketch shows the inside width of the box is slightly more than two thicknesses of foam. Don't forget to allow for the saw kerf if you plan to make the box in one piece then saw it in half.

Once you've decided on the dimensions build the box as a single unit, keeping it as square as possible all around. If you're working with hand tools it would be easier to make the box in two units rather than try to saw it in half after assembly.

In either case, assemble the box with glue and brads and sand all outer surfaces nice and smooth for a neat appearance. If you have made the box in one piece saw it in half along the center line, as indicated in the drawing. Now, you can cut the base to fit the box leaving a slight gap all around where the base fits up into the box as noted on the drawing. This provides a little clearance when closing the box. With the table saw it is a simple matter to cut the grooves for the "track" to the proper gauge. Otherwise the track can be formed of separate wood strips glued onto the base. Sand the base smooth and I'd suggest you "break" all corners, and edges, on both box and base with a sanding block. This will eliminate splinters, especially if you used plywood.

Fasten small, brass, butt-type hinges in place with short brass screws so they won't go through the sides of the box. If you made the box of ¼ inch plywood, you may not find screws short enough and will have to file them off inside the box. (That's why I used ⅜ inch wood.) However, it's of no great consequence either way. Just be sure to use the shortest screws you can get so there will be as much thread as possible left in the wood. (Long screws have a longer shank without threads.)

I fashioned my handle from wood, in two parts, and fastened each half on either side of the center line with glue and brads. A couple of commercial suitcase handles might look a bit more "professional", perhaps but, personally, I find the larger, "straight-line" handle more comfortable to grip.

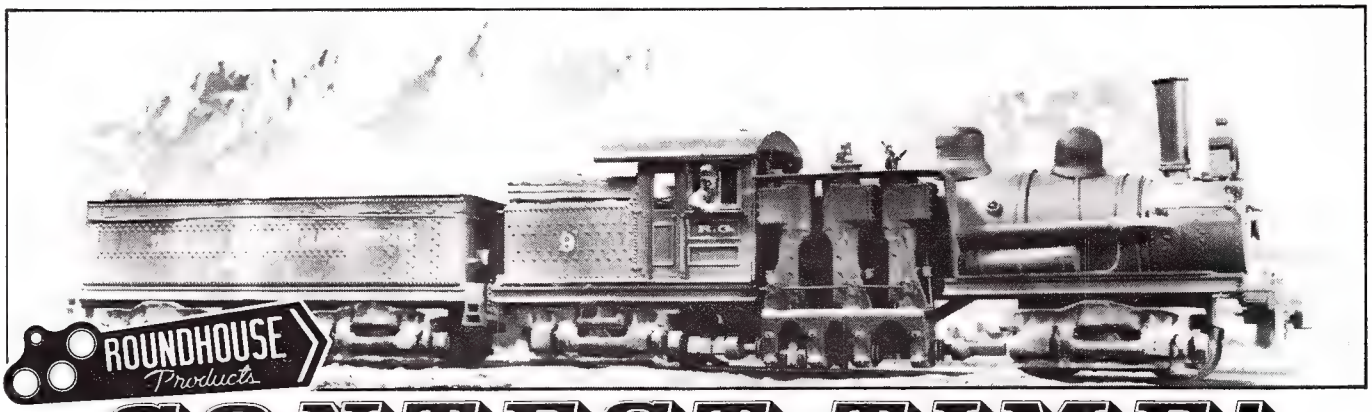
Add the two suitcase catches, either the small, "spring" type like mine, or the larger "toggle" type for a bigger case.

Cut the foam to fit inside the box fairly loosely. As one photo shows, the foam is placed on either side of the model and the two sides of the box closed simultaneously, so too tight a fit makes it difficult to close the case up. And don't fasten the foam to the inside of the box. If this is done, the foam presses down on the model, when the case is closed, creating more pressure on detail parts and eliminating the benefits of the suspension feature inherent with loose foam.

Finishing the case is a matter of taste. I merely applied a dark stain to kill the raw wood look. You may want to add a couple of coats of varnish, or acrylic, to enhance the appearance of the case. This will make the case more weatherproof. You can paint the case, rather than stain it, if you want to cover up the plywood laminations. A small nameplate, fastened to the top, gives a personal finishing touch to the case.

One of the nicest features of this design is that it isn't limited to just one locomotive model. Any model, of similar size, can be carried in it without changing a thing so make yours to suit your long models and you can use it for short ones, too, if you want to. Versatility, that's what I like.

AL —o



CONTEST TIME!

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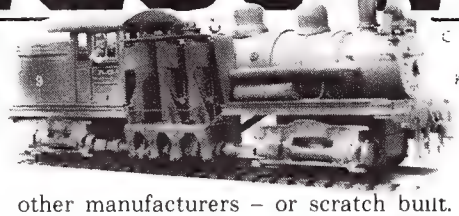
LOCO BASHING CONTEST



FOR CONTEST DETAILS
WRITE GAZETTE
DO NOT WRITE TO MDC

MDC-GAZETTE Great Locobashing Contest. It's all for fun and to encourage you to try your hand at kit bashing. The rules are pretty simple. All entrants should send a long SSAE requesting the "official" rule sheet to the GAZETTE. Model should be recognizable as coming from the stock engine, but there is no percent limit on parts you can use from other manufacturers – or scratch built. On3'ers and Sn3'ers can try their hands at HOn3 or you can convert your engine into an On2 or Sn21/2 or an HO 2-8-8-2.

Judging will be done by the GAZETTE staff and will be based on originality and execution. Employees of MDC and the staff of the GAZETTE are prohibited

First prize is a $100.00 savings bond and two-year subscription to the GAZETTE; second prize is a $50.00 savings bond and two-year subscription; and third prize is a $25.00 savings bond and one-year subscription. Three honorable mentions will get a one year subscription. Everyone who enters will receive a certificate.

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FIRST ANNUAL GAZETTE/GRANDT LINE PORTER 0-4-0 LOCOBASHING CONTEST

Last issue I announced the start of our First Annual **Great GAZETTE/GRANDT LINE** Porter 0-4-0 Locobashing Contest. Here is a challenge for all of you On3 modelers. Maybe some of you in other scales and gauges will give it a try. We dare you! *Bob Brown.*

Here are the rules:

1. A Grandt Line Porter 0-4-0T must be used as the basis of your conversion.
2. Parts by any manufacturer, or scratchbuilt parts can be used in the conversion. Use your imagination. You may change the wheel arrangement if you wish.
3. Fidelity to a specific prototype is not required. Build what turns you on.
4. The conversions can be made to any scale and gauge. If you non-On3 modelers can come up with a conversion to your scale so much the better.
5. Entries shall consist of sharp black and white photographic prints (any size) showing your model along with a brief typed explanation of your conversion. You may send in color slides but not as substitutes for black and white prints. *Do NOT send in your engine.*
6. The **GAZETTE** retains the right to publish any part or all of the photos or descriptions at our standard payment rate. Photos will not be returned. **GRANDT LINE** retains the right to use photos and descriptions in their advertising. Full credit will be given for any material used.
7. The **GAZETTE** will acknowledge any entry if it is accompanied by a stamped self-addressed post card or envelope.
8. Entries should be sent to **GAZETTE/GRANDT LINE** Locobashing Contest, c/o Benchmark Publications, Drawer S, Los Altos, CA 94022. All judging will be done by members of the **GAZETTE** staff and **GRANDT LINE.** All decisions of the judges will be final. Judging will be based on originality, execution, and appearance.
9. Final entry date is Nov. 1, 1981. Winners will be announced in the January 1982 **GAZETTE.**
10. The winners will be notified by mail.
11. Employees of **GRANDT LINE** or the **GAZETTE** Staff (appearing on the masthead) are not eligible.
12. Prizes are: First Place, your choice of $100.00 worth of **GRANDT LINE** parts.

    Second place, your choice of $50.00 worth of **GRANDT LINE** parts.

    Third place, your choice of $25.00 worth of **GRANDT LINE** parts.

Five High Honors winners will receive a one year's subscription to the **GAZETTE** or an extension to their subscription for one year if they already subscribe. Good luck and get on with it!

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L.G.B.

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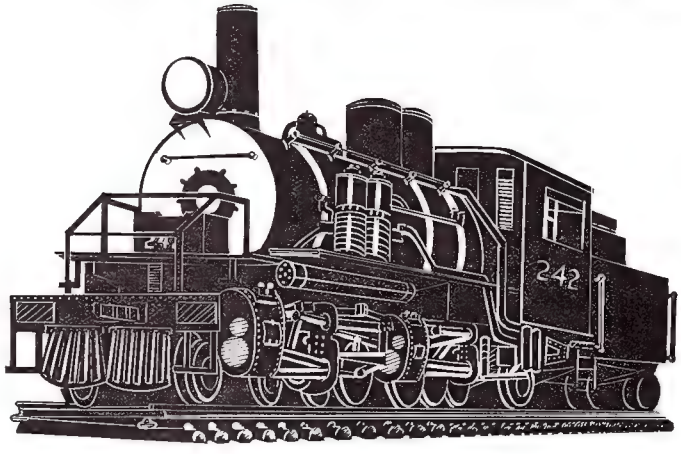

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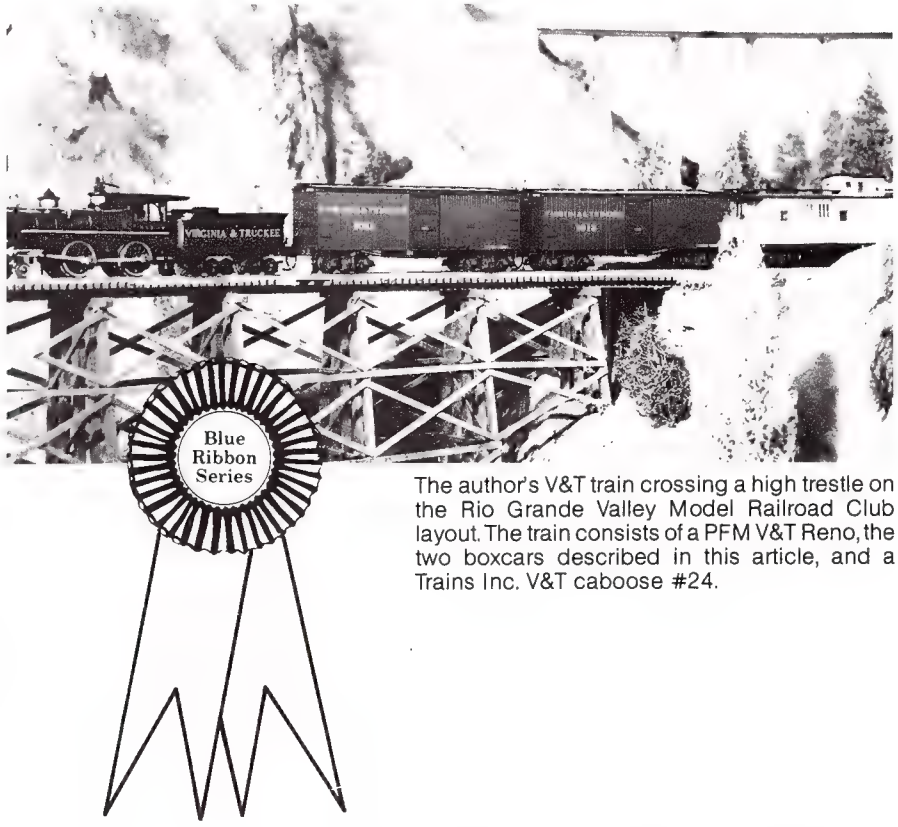
HO gauge Virginia & Truckee Boxcars Numbers 1011 & 1013 in Styrene

by Richard Sons
Photos by the author

It was in 1972, on a vacation trip, that I happened to stop at Virginia City, Nevada and had my first acquaintance with the Virginia and Truckee Railroad. That trip inspired me to get into model railroading. I have made a number of subsequent trips to Nevada during which I have covered much of the original right of way of the V&T. I now have a large collection of photos, maps and information, to use in building a layout based on this railroad. I am now collecting models of V&T equipment and building some pieces of equipment. As I get more involved I work for better and better models and I do more scratch-building.

This article describes how I scratch-built two V&T boxcars, numbers 1011 and 1013.

I got a photo of the remains of boxcar #1013 when I was at Carson City. A packet of information called the *Virginia & Truckee Railroad Equipment Restoration Feasibility Investigation* by Morgan Railcar Company, Inc. for the Nevada State Park System contained many specific dimensions such as the sizes of the sills, flooring, etc. of V&T boxcars. Plans of V&T boxcar #1011 were published in the May/June 1979 **GAZETTE**. Since boxcars #1011 and #1013 were very much alike I decided to build both of them. In fact, I built three cars, one 1010 and two 1013's, one of which was given to another V&T fan who had generously supplied me with information.



The author's V&T train crossing a high trestle on the Rio Grande Valley Model Railroad Club layout. The train consists of a PFM V&T Reno, the two boxcars described in this article, and a Trains Inc. V&T caboose #24.

Construction

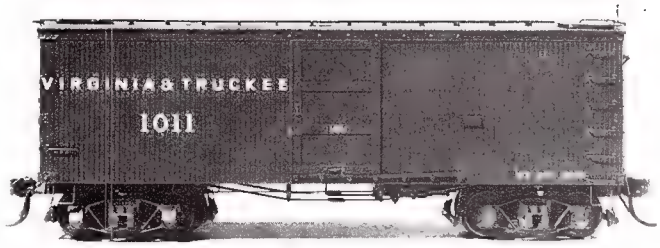
I decided to build the models from styrene in HO scale. I had worked in styrene before and found it ideal for high quality modeling. Commercially made parts for some of the details are available in styrene. Since cars 1011 and 1013 are so much alike I will describe only the construction of 1011 in detail.

I constructed the cars by doing the floors and underframes first. The floor was made from a piece of scribed styrene which was .040 inch thick with .040 inch spacing. This piece was cut to the outside dimensions of the car, obtained from the drawings, less .040 inch on each side to allow for the thickness of the scribed styrene that will be used on the sides and ends. The floor was built with the scribes down because the doors on the car would not be opened and the interior would not show. The floor and end sills were made of 4 × 8 inch strip styrene and put in place. The 4 × 8 inch needle beams were then added along with the other cross beams between the sills. Note that the cross beam at the bolster does not touch the flooring because the truss rods pass above it. The drawbar timbers were added and a spacer block was placed between them at the location of the kingpin to accept a mounting screw for the trucks. A spacer block was also placed between the timbers near the end of the car to accept a mounting screw for the Kadee coupler draft gear boxes. The bolsters were completed by fabricating a styrene strap from each side of the car to the drawbar timbers.

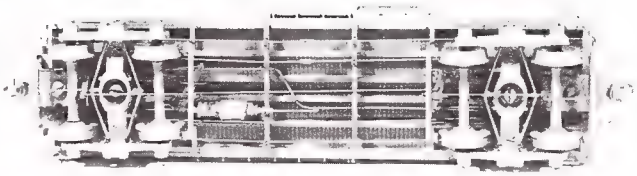
With the basic framework of the underbody completed I added the details. Grandt Line #5052 3-inch queen posts were mounted on the needle beams. The truss rods were run through the end sills and the ends were then placed under tension by hanging small weights from them. Grandt Line 5039 turnbuckles were placed on the truss rods before they were glued in place. A small spot of ACC was then used to secure the truss rods to the end sills. After the glue had set the excess was trimmed off with a razor blade flush with the end sill. The truss rods were made from 10 lb. monofilament fish line. (A spool of fish line is a lifetime investment because there is enough on it for over 2000 HO model cars.) I used the Cal Scale "KC" brake set. The brake rods and hangers were formed from brass wire as was the trainline. These were held in place with ACC.

At this point a word about glue is in order. Gluing styrene to styrene requires a solvent type cement. The liquid type such as Testors is much neater than the viscous type that comes in a tube. The way to handle the liquid is to place the parts together and touch the liquid to the joint line with a small paint brush. The liquid will enter the joint, dissolve a bit of the styrene which fuses the parts together leaving a smooth joint behind. For the other major type of bond used in this model (brass to styrene) I used an ACC type glue. I was gluing brass wire in just slightly larger holes. I put the wire in the hole and flowed ACC around it. If you get too much on you can usually blot it up fairly well if you do it quickly.

Nut, bolt and washer castings were placed anywhere two pieces of wood would have been held together or where a



A side view of V&T boxcar #1011. Notice the sharp, clean appearance of the model. This is due to good workmanship and the use of styrene.



The detailed underbody of V&T boxcar #1011 showing the brake beams and scribed floor. Notice the sharp clean look of the model.

metal piece was attached to wood. This made for a lot of them and there are over a hundred on each model. Most of them are Grandt Line #5045 with #5094 used on the ends of the truss rods.

Body-hung brakes were used on #1011. These were made by gluing Kemtron brake shoes to styrene brake beams and suspending them from the small cross beams on brass wires. The brake rods connecting the brake beams together and to the brake lever were not installed until after the trucks were attached. The trucks were not attached until after painting the car and trucks.

The trucks are Kadee arch bar trucks which have been modified by the addition of a stub of a beam on either side of the opening which contains the springs. The stubs are very short which allows the springs to remain in place but gives the effect of a wooden beam truck.

The sides and ends were cut from the same sheet styrene as the floor. The sides were made the full length and the ends were made to fit in between the sides. These four pieces were glued to the floor and to each other. Next all of the grab-irons were formed from brass wire (.012 inch) and mounted in holes drilled in the sides of the car. These were glued from the inside so that no traces of glue could appear on the outside of the car. The bottom grab-irons on the ends and sides were added after the corner brackets were in place. These brackets were made from small pieces of typewriter paper, folded and cut to the proper size and shape with the bolt heads pricked into it from the back side with a pin. Paper parts were glued to styrene with a small dab of viscous plastic cement. To get the authentic appearance of grab-irons, a small nut, bolt and washer casting was mounted immediately above each end of each grab-iron.

Bracing was now placed inside the car along the top edges of the sides and ends and down the center line at the top of the car. This served to keep the sides straight and to provide a surface for gluing the roof. These pieces are ⅛ inch square or ⅛ × 3/16 inch styrene. The roof is a composite made from a piece of .020 inch scribed styrene which faces down to show roof boards along the edges and a piece of .010 inch styrene facing up. This latter piece was scribed with a pin and a straight edge to indicate the edges of the pieces of roof covering. These two pieces were creased down the center and glued together with the liquid cement. In this case the cement was brushed on quickly with a wide brush and the pieces were aligned before being touched together as the bond is nearly instantaneous. The top piece (.010) overhangs the "boards" along the sides but is flush on the ends. The composite roof was then glued to the bracing that had been placed inside the car.

The roof walks were made from styrene strips. Three scale 1 × 6's were cut to the proper length and laid side by side with the proper spacing, they were tied together by gluing a small piece of 1 × 6 across each end. The roof walk supports were cut with a slight v-notch on one side to correspond to the slope of the roof and they were glued to the roof walk. The roof walk was placed on the roof and a little of Testors liquid cement was brushed on at the joint of each support and the roof. The end walks on the roof were made similarly except that they were built in place on the roof. Finally the L-shaped roof grab-irons were added. As a nice added detail, the roof grab-irons were supported in the center by a tiny support rod, also made of .012-inch brass wire.

Detailing of the sides was now completed by the addition of the letter boards and end fascia boards. These boards were made by cutting down a stock board width. The corner brackets, made from paper with pricked bolt heads, and the end of roof walk supports, made from card stock, were now added.

The doors were made by scribing some .010 inch styrene to represent 3-inch boards and then gluing some scale 1 × 6's on this for the bracing. The vertical door jamb is a scale 2 × 3 which reaches all the way down to the bottom of the wall. The door stop is a block of scale 2 × 6. The upper door track is a piece of scale 1 × 6 with added nut, bolt and washer castings. The lower door track is a scale 1 × 2 super glued to code 70 track spikes used to represent brackets. The two door handles are shaped brass wire (.012 inch) with nut, bolt and washer castings at each end. The braces and door latch are made of paper stock with the pin for the door latch being made from a bit of .005 inch brass wire.

The ends of the car were detailed very much like the sides. The one end has a smaller door which is made the same as the side doors. The other end has the balance of the brake rigging on it which includes the brake platform, brake staff, brake wheel (a Kemtron 2811), retainer valve and piping, and a small support block for the brake staff with its bearing made from paper stock. This end also has a long grab-iron in the center. Both ends have the elliptical nut, bolt and washer castings (Grandt 5094) where the ends of the truss rods would be. There is a block which extends the coupler out from the car which has four nut, bolt and washer castings on it and finally there is the coupler lift-bar on each end which was made from a piece of .012 inch brass wire supported in a paper stock bearing at the outside edge of the car and a brass ring bearing in the coupler end block. Kadee #5 couplers were used on the car along with a Kadee brake hose. Tuttle Industries HO stirrups were added.

The car was painted first with a coat of Floquil Barrier (RR19). The finish coat was Floquil Tuscan (RR25) and the trucks were painted Floquil Grimy Black (RR13). All painting was done with an air brush.

From photos of the car, the lettering scheme was made up using alphabet sets by Microscale, principally RH-123 and RH-70 with a little bit of Railroad Roman and a touch of white drafting ink applied with a drafting pen. The final over-spray was done using Floquil Flat Finish (RR15).

The first model built was of car number 1013 which won in the Spring 1980 joint Roadrunner-Rio Grande Division Meet in Albuquerque with 94 points and as this was a sanctioned contest it qualified for an award of merit toward an achievement award. The second number 1013 and number 1011 were entered in the Sunshine Special 1980 NMRA National Convention at Orlando where number 1011 placed third.

Building Your Own Carbon-Rod Resistance Soldering Unit

by Bruce Eaton
Photos by the author

I was introduced to resistance soldering by Bill Peter of PBL. Bill made it look so simple I bought one of his units and started experimenting. I still have a lot to learn but I do know that many soldering operations are easier and faster using resistance soldering. In this article Bruce Eaton describes how to make your own resistance soldering unit. If you do not want to build your own unit then contact PBL, Box 749, Chama, NM 87520 or Bob's Brass, P.O. Box 884, Baltimore, MD 21203 for comercially available units. Bob Brown.

Awhile back I borrowed a spot welder and used it to do some work. By the time I had to return the welder I was hooked on resistance soldering and decided I had to have a system of my own. It had to be both inexpensive and adjustable for model work since sending too much current through a small part can vaporize it. I decided that the best way to cut costs was to design and build my own resistance soldering outfit using parts I had on hand or could easily obtain second hand at my local surplus store. The design I came up with has the advantage that you don't have to have parts just like the ones I used. You can adjust the design for parts you have or can find in your area.

Here's a list of the parts needed:

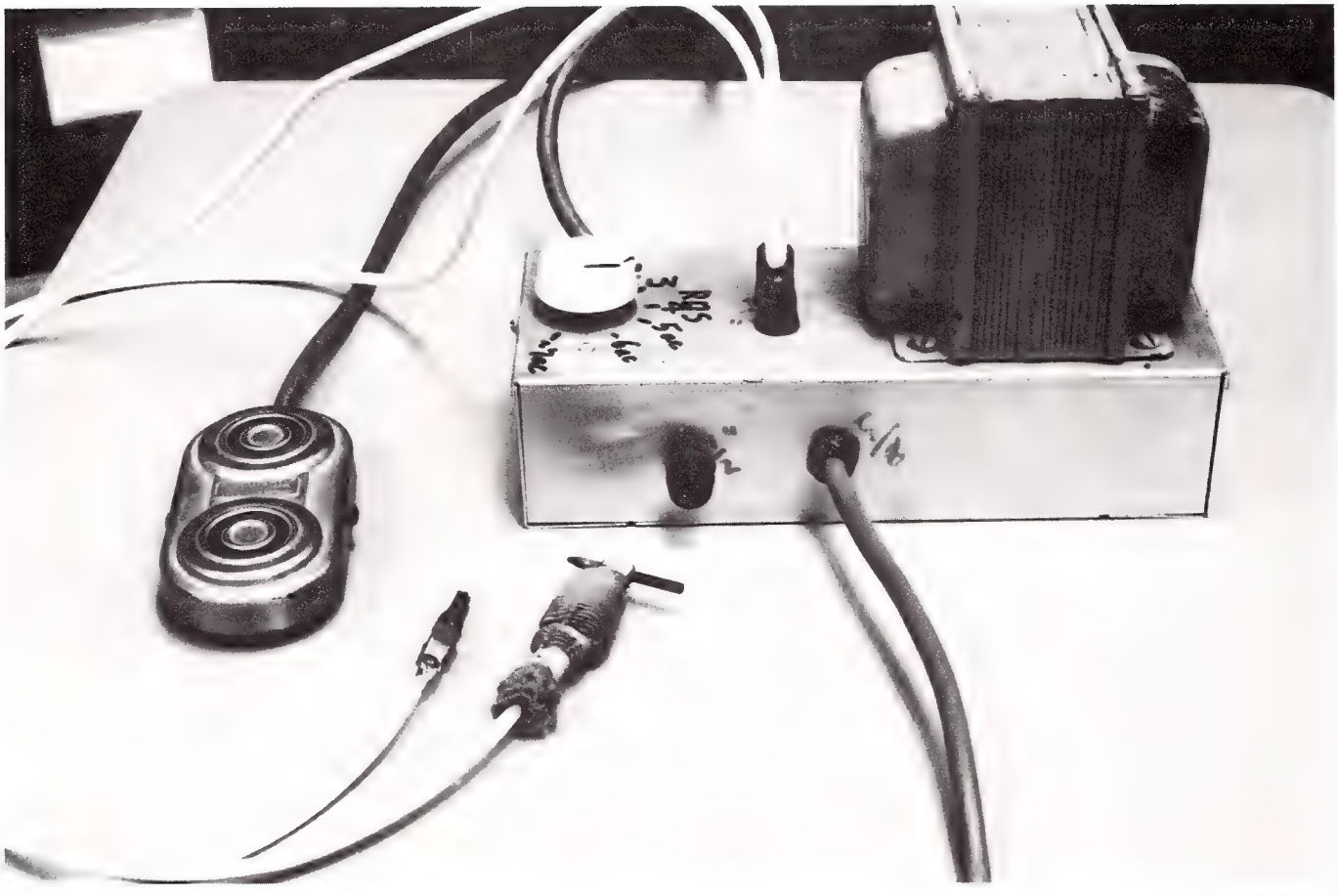
A step down transformer
A circuit breaker or fuse
An incandescent light dimmer
A foot switch
Alligator and crocodile clips
Resistance Rods
Heavy gauge flexible wire
A box to put the parts in and on and some banana plugs and miscellaneous screws, nuts, and bolts.

The schematic shows how these parts are wired together to make my unit. The unit itself is shown in the photo. If you have any experience with electrical design or repair you should be able to create your own resistance unit from parts you have or can easily get just by studying the schematic and checking out the photo. I have included here some notes on the construction of my unit which should get you off to a good start. If you don't feel comfortable about building your own unit several excellent ones are available commercially.

The central item in my unit is the transformer. This can be any step down transformer with an output between five and ten volts capable of handling currents from ten to 30 amps. On the input side of the transformer is the 115 volt line voltage standard in the U.S.A. This is labelled the primary side in my schematic and contains the fuse, the foot-switch and the ordinary incandescent light dimmer which I used to make my unit adjustable. On the secondary (output) side of the transformer are the flexible wires and clips which are the "business" end of the unit.

It would be safest to put the fuse or circuit breaker in the primary circuit. I had some small fuses in a junk box so instead of putting a large fuse on the secondary side of the transformer where the current would be 30 amps, I put a smaller fuse on the primary side. The fuse value can be calculated as follows. The maximum output was about 30 amps at 8 volts and the input voltage maximum was just the 115 volt line voltage. Since the power (current times voltage) has to be the same on both sides of the transformer we can solve for the maximum primary current: (8/115)30

The completed soldering rig. The surplus foot switch actually had two switches so I wired them in parallel so it would go on no matter which side was hit.



= 2 amps). Thus a 2 amp fuse in the primary served the same purpose as a 30 amp fuse in the secondary.

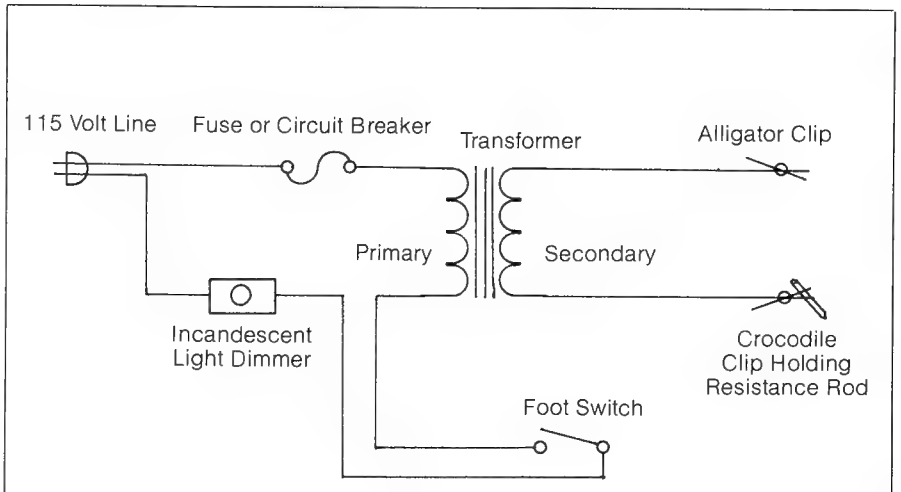
In order to have a variable output I used an ordinary incandescent light dimmer on the primary side of the transformer with a foot-switch. A foot-switch is not only desirable – it is really necessary. You *must* turn off the current before you remove the carbon from the part being soldered, otherwise you will have arcing. This will, at best, pit your part and, at worst, vaporize it. The foot-switch allows you to control the current without moving your hands. Parts can thus be held in place until the solder sets. The foot switch should be in the primary circuit because the current being switched is much less than in the secondary side.

Many craftsmen extol the virtues of tweezers and suggest either how to make them or where to purchase them. I prefer the single carbon rod technique. On the end of one wire I have an alligator clip, and on the end of the other wire I have a large crocodile clip. The crocodile clip is for holding the resistance rod while the alligator clip just clips on the part at a convenient spot to close the circuit.

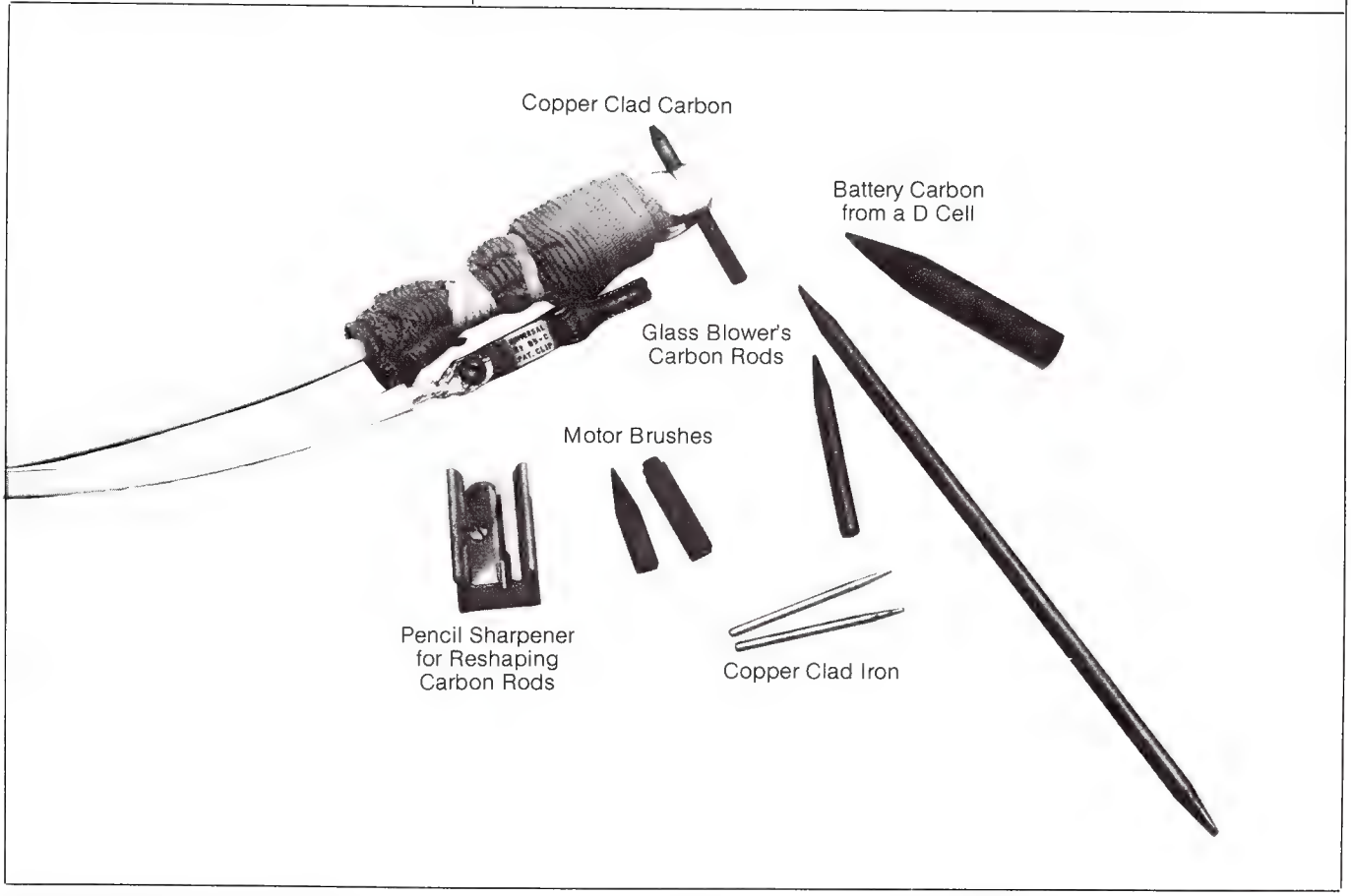
I have used a variety of materials for resistance rods including copper-clad arc rod, small electric motor brushes (filed to the appropriate shape), center carbons from used batteries (these smoke for a while), and small glassblower's graphite rods which are my favorite. These are smaller than the arc rods and have a finer, more even texture. The carbon rods will occasionally have to be reshaped and cleaned which can be accomplished with a pencil sharpener, a file or a steel brush.

For really small jobs I occasionally use a copper-clad iron rod which is sold with a soldering tweezer set. This set is marketed by PBL, Box 740, Chama, NM 87520 and by Jensen Tools, 1230 South Priest Dr., P.O. Box 22030, Tempe AZ 85282.Replacement tips may be purchased from these sources.

Use heavy gauge, flexible wire for the output. I have found that a small bit of cloth tied around the crocodile clip keeps me from burning my fingers. Experiment on scrap pieces before you attack that brass model you have stored in the vault. Use a permanent-type marker to indicate convenient settings of the light dimmer knob for different size jobs. I use paste solders with resistance soldering and have found both the Sears and Swift solder-flux mixtures satisfactory. Please remember that you should box your unit and be very careful in wiring and assembling this device to protect yourself from a shock.



Schematic for an inexpensive resistance soldering rig.



NARROW GAUGE of the PENNSYLVANIA LINES

This is an album of some of the photos of Waynesburg & Washington locomotives assembled by Morgan Gayvert. A history of this line appeared in the July/August 1981 **GAZETTE**. Bob Brown.

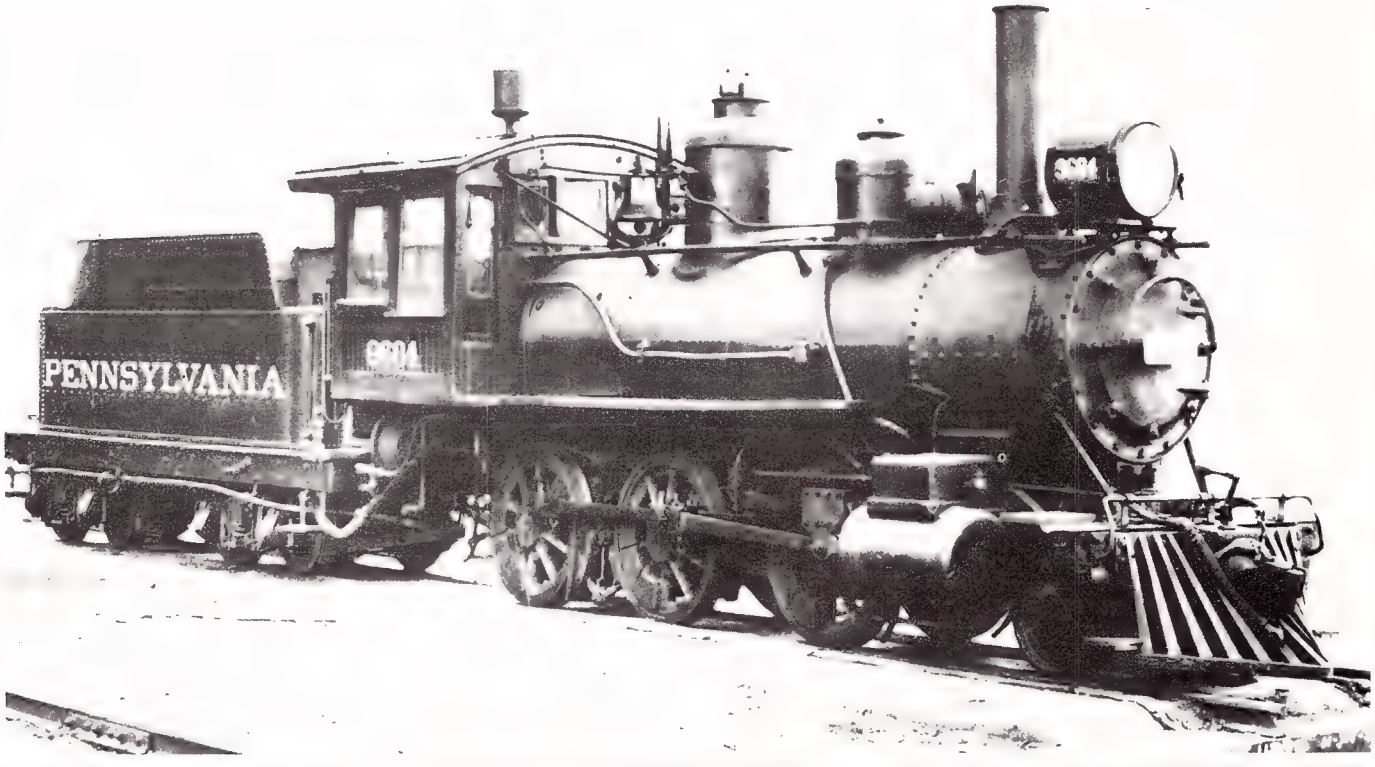
Waynesburg & Washington R.R. Locomotive Roster

Number	Engine Number	Type	Builder	Construction Number	Construction Date	Drivers	Cylinders
First 1**		2-4-0	Porter	272	5/1877	28"	10"×16"
Second 1	9681	2-6-0	ALCO-Pittsburgh	25583	6/1902	41"	13"×20"
First 2*		4-4-0	National?	?	10/1877	?	?
Second 2	9682	2-6-0	Pittsburgh	2143	8/1900	41"	13"×20"
First 3		4-4-0	Porter	405	1/1881	?	12"×16"
Second 3	9683	2-6-0	Pittsburgh	2333	7/1901	41"	13"×20"
First 4		2-6-0	Pittsburgh	1042	6/1889	41"	13"×20"
Second 4	9684	2-6-0	ALCO-Cooke	55847	5/1916	41"	13"×20"
5	9685	2-6-0	Pittsburgh	1609	4/1896	41"	13"×20"
6	9686	2-6-0	ALCO-Pittsburgh	27373	4/1903	41"	13"×20"
7	9687	2-6-0	ALCO-Cooke	61571	1/1920	41"	13"×20"

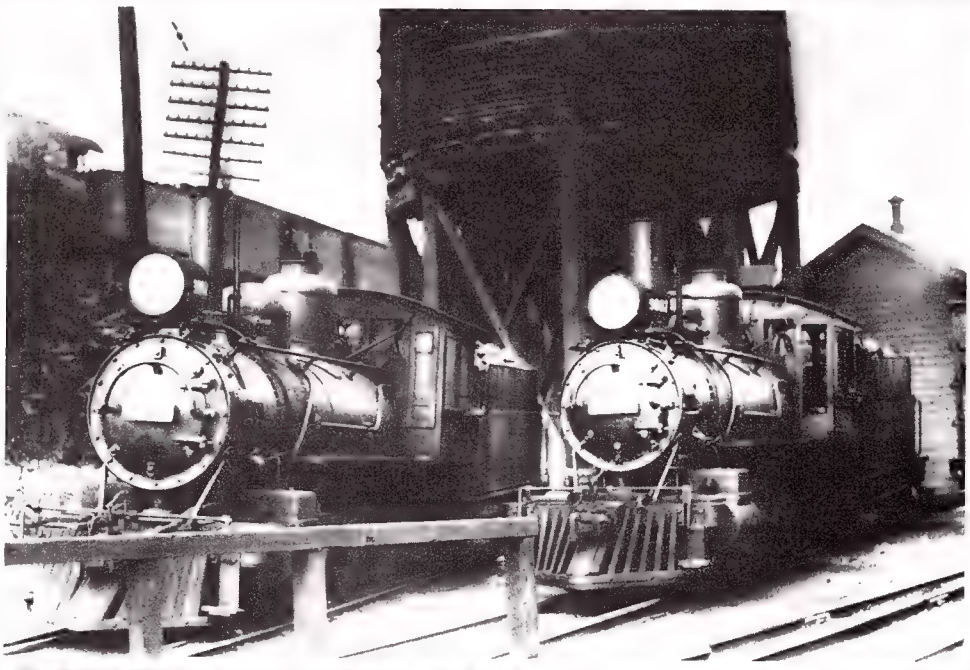
* Named "General Washington"
** Named "General Green(e)"

Photographs from the collection of Lyndon C. Roach, courtesy of Morgan J. Gayvert.

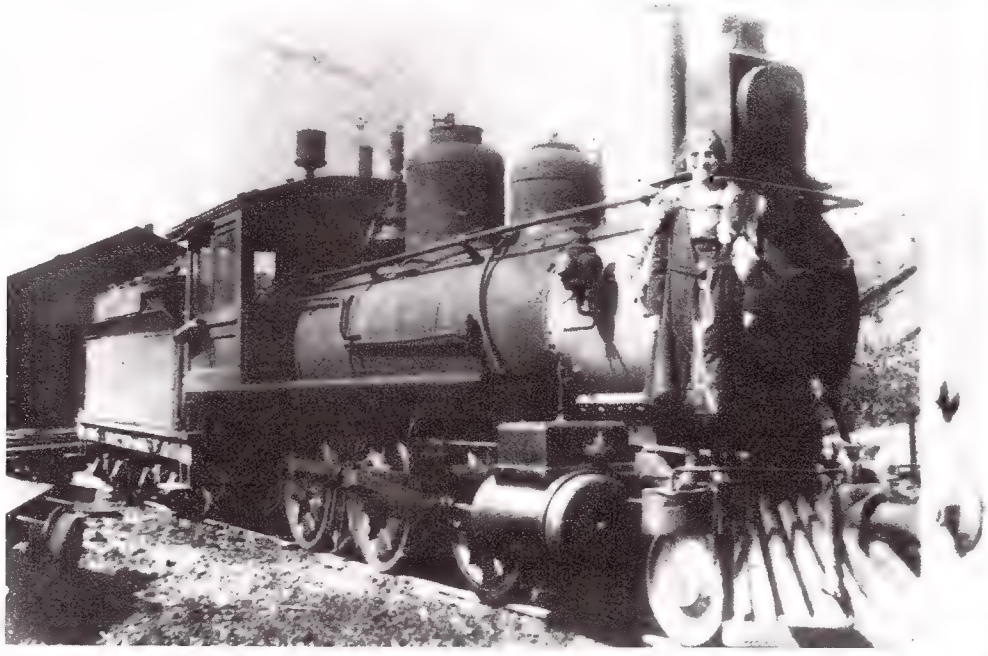
This pretty photo of W&W 9684 was taken by the Pennsylvania RR at their shops in Canton, Ohio on November 27, 1939. The locomotive was stored in Canton until it was donated to Greene County for a civic display.



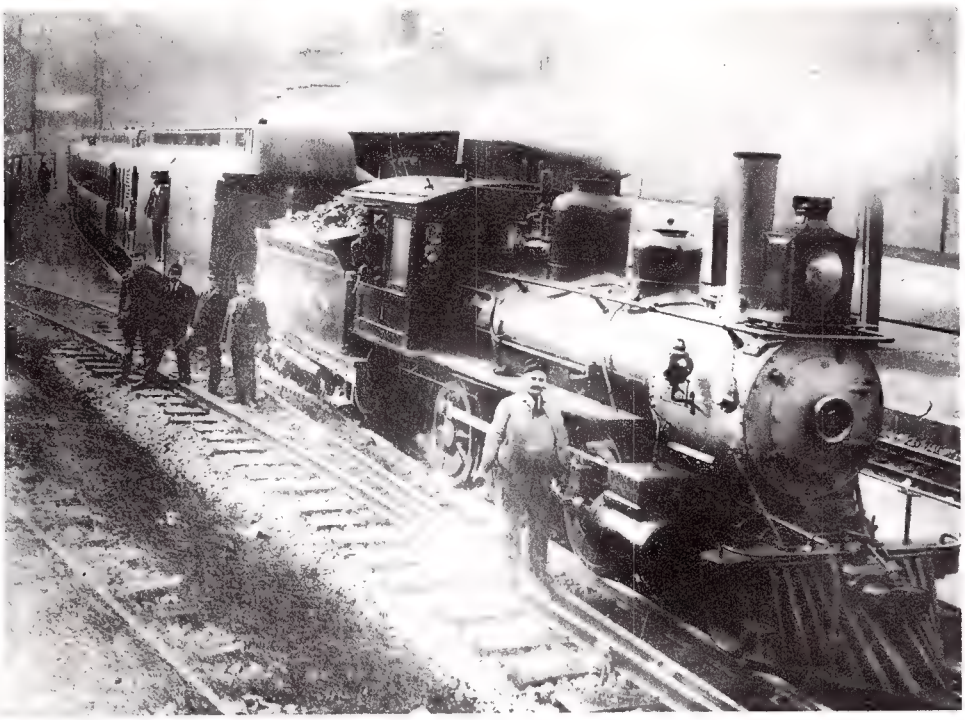
W&W Second #1 and #7 wait at the Washington Yard facing the turntable with the water tank behind them. The train in the background is a Baltimore & Ohio freight. The photo was taken around 1925.



The second W&W #1 sits just north of the engine house in Waynesburg on July 21, 1929. The turntable is to the left of this picture.



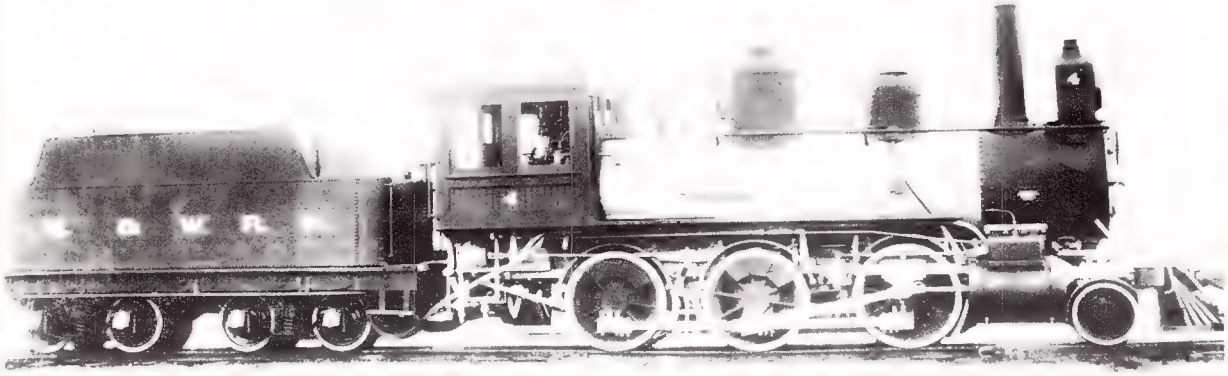
The second W&W #1 at the Washington engine house between the turntable and water tank. The young girl is unidentified.

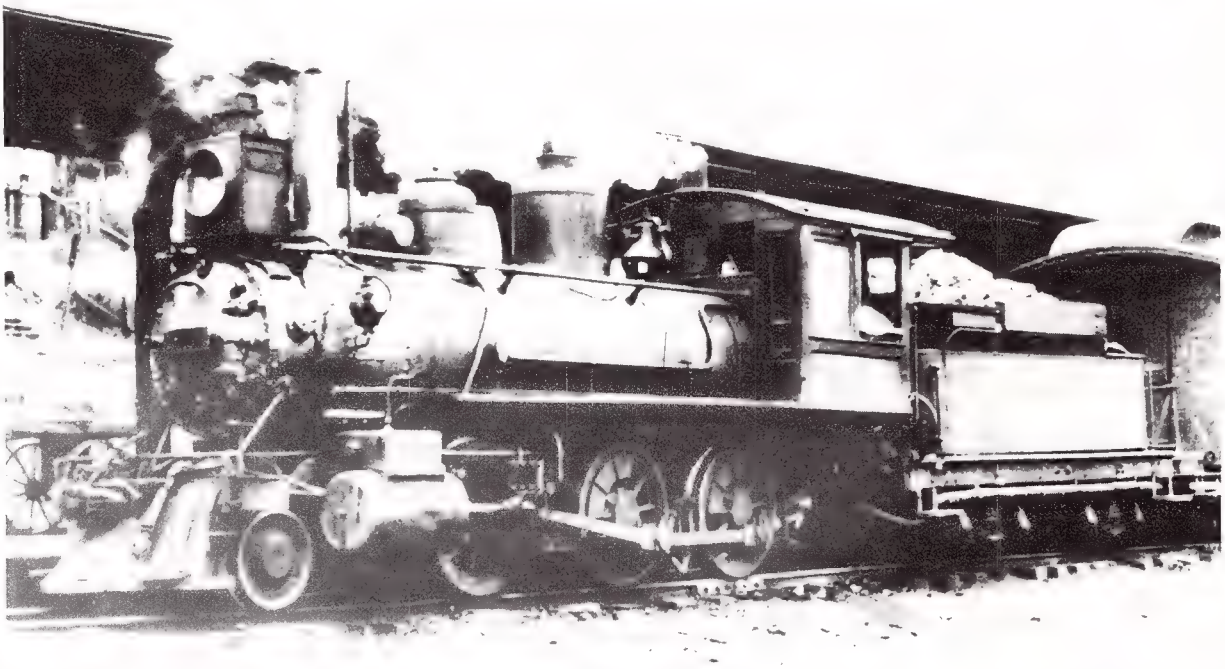


The second W&W #1 at Washington Station heading south.

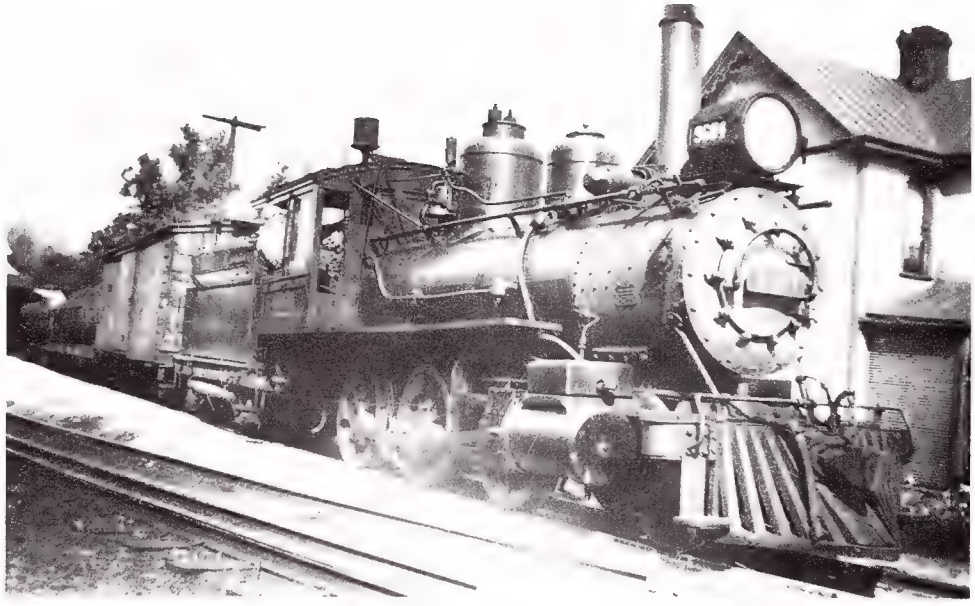
Center: The builder's photo of the second W&W #4 taken in May 1916 shortly before delivery. This locomotive was built by Alco-Cooke.

Bottom: W&W engine #5 waiting on the outbound track at Washington Station around 1920.

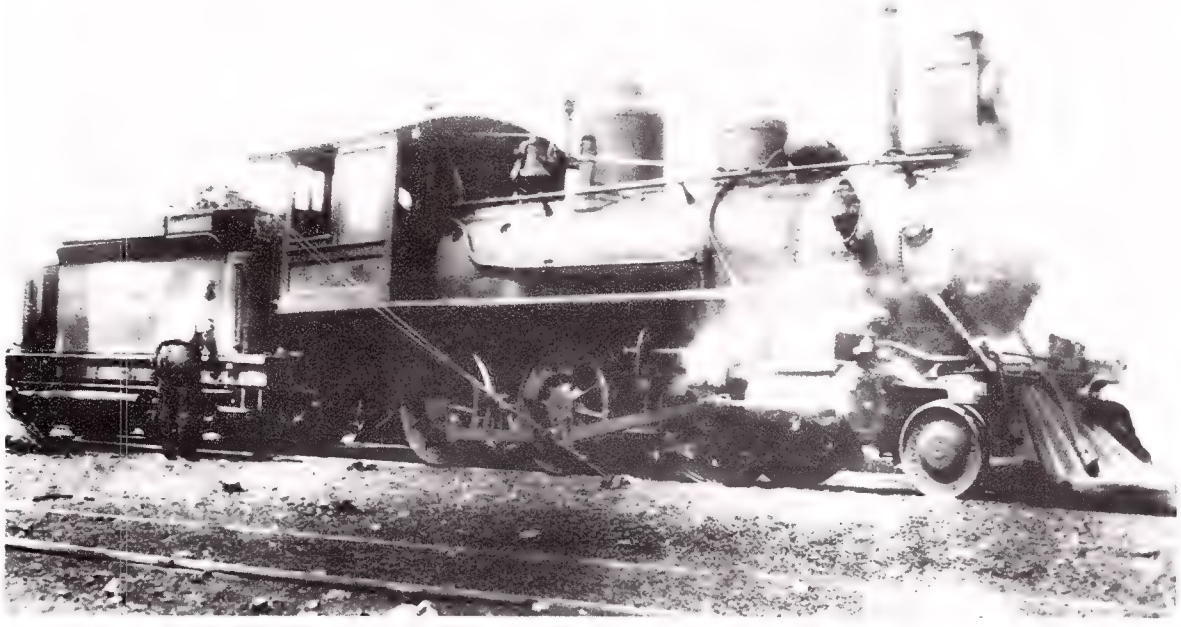




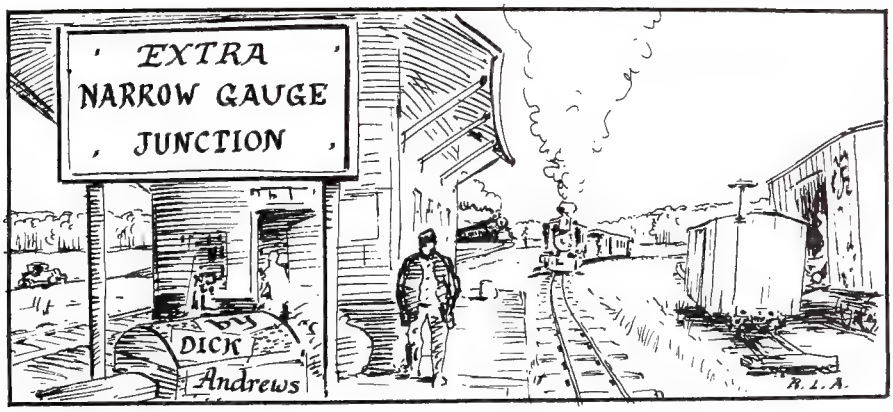
Engineer Harry Woods and the second W&W #4 back a freight past Elm Street towards Washington Station.



W&W engine #9686 sits near the coal dock in Washington, Pennsylvania in this later day photograph.



W&W #9681 (formerly W&W second #1) sits on the turntable at Waynesburg.



by Dick Andrews

I dedicate the column this time to our own Bob Brown, for my subject this time is a narrow gauge magazine publisher's narrow gauge.

To start at the beginning: an old ice boating buddy of mine, Bob Day, has become one of the editors of the "Patent Trader", a newspaper published at Mt. Kisco, New York. I called to say hello and Bob showed me around the plant, which also does a good deal of job printing. He showed me the presses and lo and behold, they are served by a complete narrow gauge tram system which brings the very heavy rolls of paper to their spindles from storage bays.

This little tram is in the tradition of the very ancient small-gauge lines used in German mines as early as the sixteenth century to haul out ore from horizontal shafts in small hand-pushed cars. The same requirement for easy movement of very heavy deadweight loads and precise positioning of them in limited space, can still in this day and age call for a tram very little different in basic form from the mine tram of almost five hundred years ago.

As the sketch map shows, the tram starts in the bay close to the unloading dock, where the paper rolls are delivered to the plant by truck. (Even so, the plant is not far from a rail line and were it closer, one can imagine deliveries of the paper rolls by rail.)

In Photo #1 you are looking into this unloading and initial storage bay at the very top of the photo. A partition separates that bay from the press area. The tram line starts on the other side of the partition and then makes a six-foot radius curve to change direction ninety degrees. Note that the floor next to the tram line to the left is raised several inches.

The track, whose gauge is one-foot even, comes along past the group of four presses. Each pair of presses is served by a spur leading off again at ninety degrees, and each spur has a turntable switch of the type common on single push car trams in mine tunnels where an abrupt turn had to be managed. The turntable looks like a steel manhole cover in a city street, and is flange-wayed two ways, so that the "switch" is always set for both main line and siding.

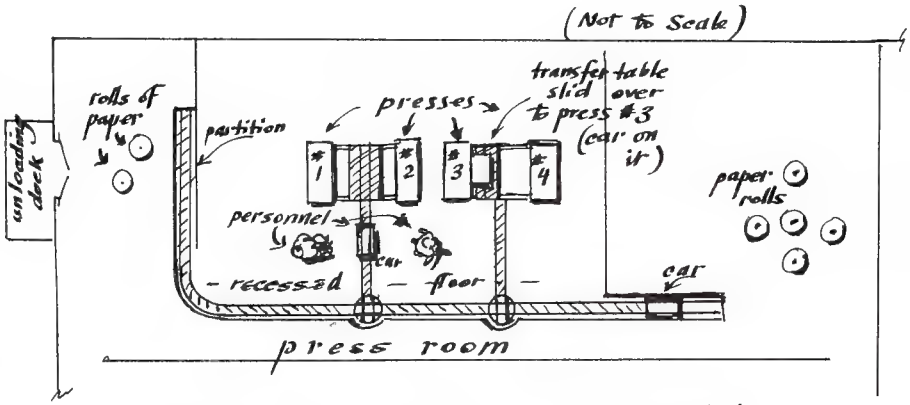
The track itself is somewhat of an embossed plate of steel set into the concrete floor. This feature is in keeping with the arrangement seen on many such trams in one form or another (the old street trolley is a good example), which thus admits of the passage of flanged wheels without the nuisance and hazard of rails over which men can trip in moving about.

Photo #2 is a close-up of one of the turntable switches.

At the further end of the little "main line", the track projects into a further storage bay for paper rolls. Photo #3 shows the general area with a pair of cars loaded with paper rolls. Note that the "curb" or raised edge next to the track is neatly curved to accept the turntable, and that the edge of the curving has a steel angle set into it.

The far end of track in this further storage bay is shown in Photo #4. The effect is somewhat like an inspection pit in a small gauge locomotive shed.

As the sketch map shows, each spur running to a pair of presses winds up on a lateral transfer table. Photo #5 shows the arrangement of the table pretty clearly, and in this photo it is not in line with the spur but is slid to the left. A car with its bunks to carry the paper roll is at the



12" ga. press room tram - Mt. Kisco, N.Y.

Photo 1

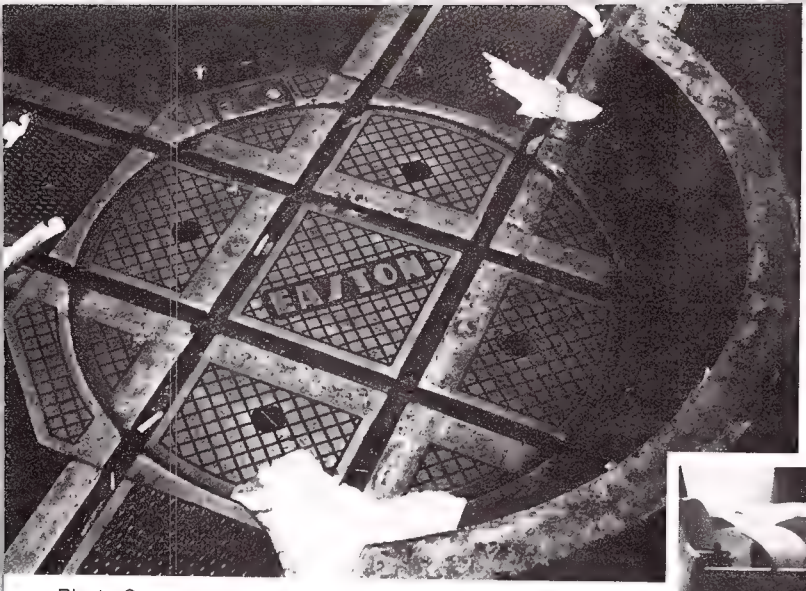


Photo 2

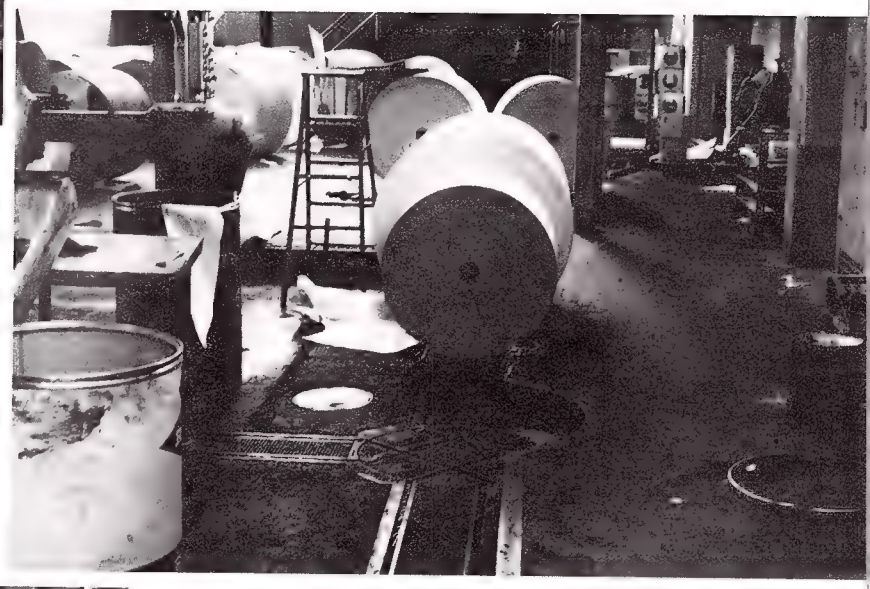


Photo 3

Photo 4

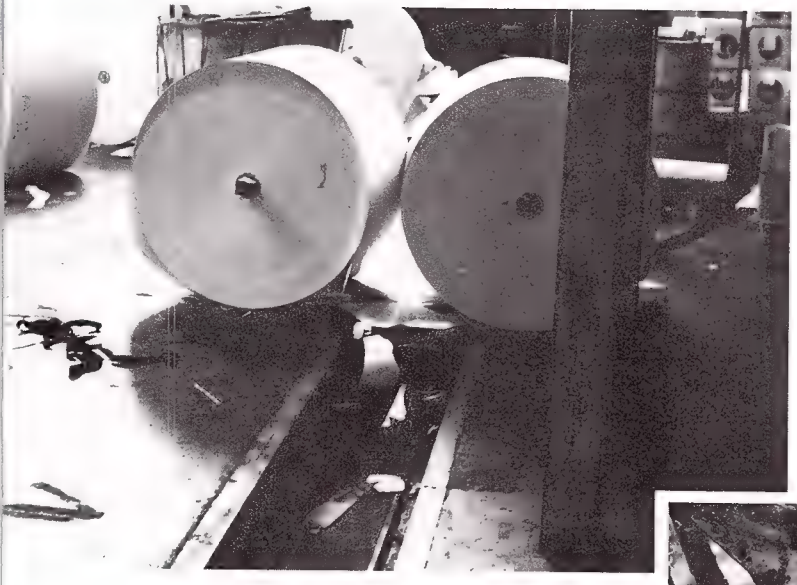


Photo 5

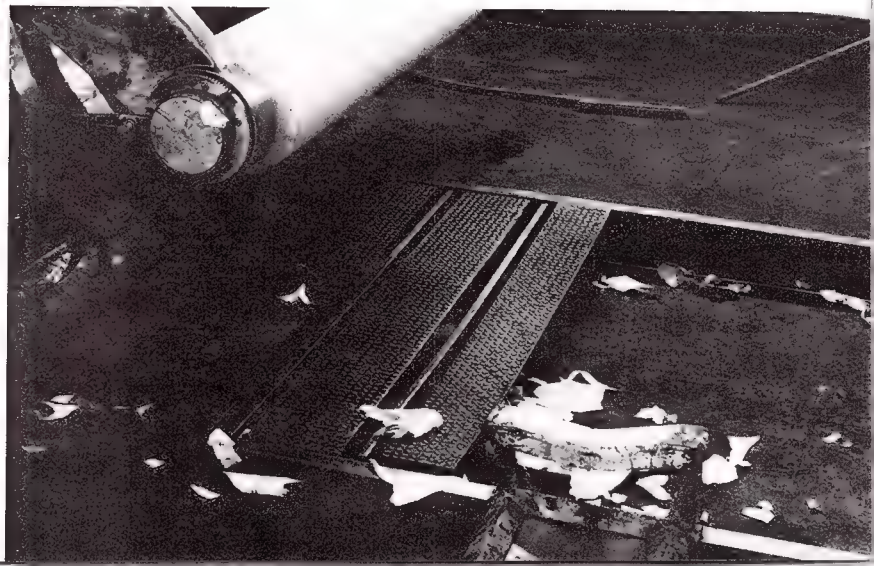


Photo 6

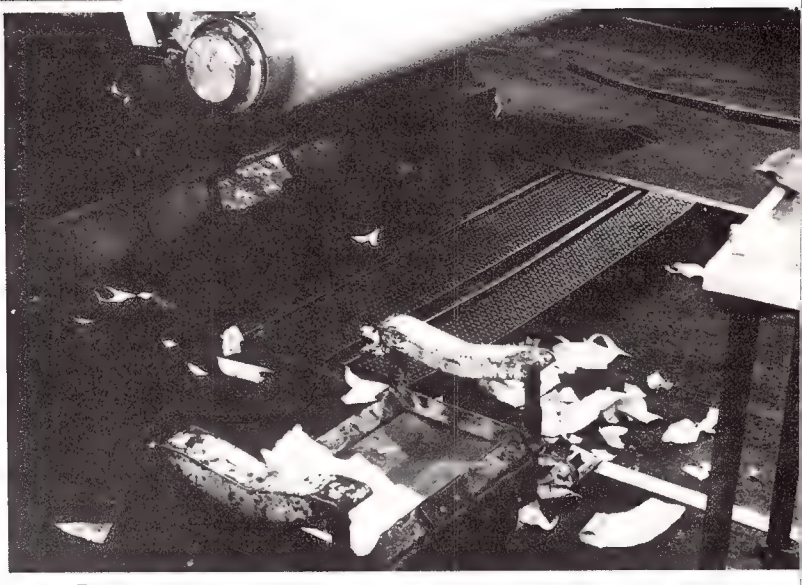


Photo 7

bottom of the picture. In Photo #6 showing another press, a car sits on the transfer table.

The car pictured in Photo #7 also appears in Photo #1. As the photos indicate, the cars varied slightly one from another and perhaps are set up to move paper rolls of different sizes.

One car measured 28 inches long and had six-inch diameter wheels on a 14-inch wheelbase.

The diameter of the turntable switches is also 28 inches.

A note on how these photos were made may be of interest. Finding this little tram was quite unexpected and the press room is of course, well, inky. Bob is a fine photographer and I hoped that he might make a shot or two, but he had not the time. So I went back with a 35mm camera and 400 ASA black/white Tri-X film, but in that light I could not get a reading on the meter.

Bob then suggested that I set the camera's ASA indicator at 1600 ASA and shoot with that, which I did. At that setting, I got a meter reading of 1/30th of a second rather readily. The film was then sent to a small but sharp photo processing service with a note as to what had been done. Photo #8 shows the results obtained, as it was shot at 400 ASA (the photo is a close-up of the six foot radius curve) and the rest of the photos as shot at 1600 ASA show the difference.

Bob says that in his experience these press room trams are not unusual, and so if you know anyone who works for such an outfit, sound him out.

Bob Brown has suggested that I tell a little of the history of narrow gauge model railroading as I recall it. So from time to time I will pursue this story.

So far as I know, the first American narrow gauge model railroader was Hugh Boutell. I came to know Hugh quite well in the period of about 1946-1952 or so. He had then retired from a position with the National Bureau of Standards in Washington, D.C., and had moved with his wife Mary to Kennebunk, Maine.

Hugh had always been interested in railroads and he was lucky in that first his mother and later his wife were also interested and willing to go on long jaunts. This began in the pre-auto days and thus Hugh made something of a trip in 1908 to visit the Bridgton & Saco River RR, and in 1909 to ride on various 3-foot gauge lines in the Denver area. He made many such trips thereafter and his photo collection of his own work was excellent. He had also a great many view camera photos of a type not now seen, dating back into the 1850's. As I have tried to suggest in this column from time to time, we have little notion of what ran on short lines some years ago. Let me say that a great lot of it was the beautiful and elegant 4-4-0.

Hugh was an active modeler from very early on, and as a young man he became a graduate mechanical engineer and before long was seated at a drafting table at the Baldwin Locomotive Works in Philadelphia. This was about the time of WW I and Hugh recalled design work on the many little 60cm gauge trench locomotives made by Baldwin for the British (4-6-OT's) and the American Quartermaster Corps (2-6-2T's). These little locomotives were crated in large boxes ready to steam up and the boxes had rails laid on the floor so that they could be used as engine sheds. Baldwin also supplied scoops, slice bars, etc., so that they could go right into use. Another design job that Hugh did at Baldwin was to work on the Southern valve gear.

When British "OO" appeared, Hugh had a layout of it. Note that British "OO" is an anomaly. The original scale was a 3.5mm and the gauge of track then 16.5mm. However the first permag motors were a bit too big to fit into the small boilers of the smaller British steam locomotives and so the British – great compromisers – simply upped the model scale to 4mm but kept the 16.5mm gauge of track. (This drove American users bananas, and so we had, early on, two camps: the "HO" bunch using 16.5mm gauge but 3.5mm scale, and our American "OO" which used the 4mm scale but set the gauge at 19mm. Our "HO" and our "OO" fought it out with each other for supremacy with obvious results.)

The point to be made is that British "OO" is narrow gauge in proportions. Hugh noted this and as he was very fond of his Maine two-footers (particularly the B&SR and the WW&F which he visited often), he used his British "OO" as a basis for a scale two foot gauge model railroad. The scale was 17/64 inch to the foot; gauge of track was 5/8 inch. (This was *not*

Hugh Boutell and Bridgton & Harrison #25.

Photo 8

using "HO" track in "O" scale.)

Hugh modeled Forneys with the Wiscasset road's style of open cab, and in actual fact they were functioning 0-4-0's with four-wheel tenders, as he used 18 inch radius curves. His cars were then rather short but had normal 2-foot gauge proportions in cross section. The effect was charming, for Hugh created in every particular a country short line such as B&SR and WW&F were. His road was named the Pine Cone Valley RR and connected a little mill and shop town like Bridgton with the outside down the valley. There were various cars but not a great many, for his main modeling interest was locomotives – in live steam.

These were simple alcohol fueled machines and they were spell binders as they got up steam and began to hiss and roar. In addition to Forneys, he made a live steam Shay and later a Climax; eventually he tried a Davenport jack-shaft geared type and found it successful. (The Forneys ran too fast and the Shay and Climax were too slow for the piston speed and so the valve gear stuck at times. The later 1:4 ratio job had it about right.)

Hugh and his wife were charming people and deserve our honor as the pioneers of narrow gauge modeling.

Next time I'll tell of the start of On3 and On2, and the feisty Jack Alexander and other good friends and buddies of near forty years ago.

In the last issue of the **GAZETTE** Mr. Robert Outland found me in error here and there on the Bridgton road. I am not clear as to the intent of some of his comments, particularly regarding B&SR numbers 1 and 3. I reported what Everett Brown told me concerning Uncle Mel and #3; no more and no less. If #3 were extensively repaired at Portland, that was clearly another occasion than that mentioned by Everett when Uncle Mel, according to him, did a job on her in a stall boarded up to foil kibitzers. In the case of the photo of Uncle Mel, I seem to have missed the 1930's by one year, if that. As to the photo of #5, the man who took the photo thus identified the people in it, to me. I am not an expert on moustache history, and assumed that any fellow without was out of uniform at that time.

The captions under the photos of numbers 6 and 8 in the Jan/Feb 1981 issue of the **GAZETTE** got swapped. Sorry if I swapped stations; I captioned the #8 as per what was on the back of it.

It is very common and general knowledge that the New Haven system controlled the Maine Central and other New England lines, and so was the ultimate owner of the little Bridgton line. The fact remains that the affairs of the little road were controlled in Portland and not in Bridgton. I dislike that on principle and it became very much disliked in Bridgton when the Maine Central dropped the road after having cut itself such large and steady dividends over a dozen years. This anger locally perhaps kept the road alive by inducing local people to create the Bridgton & Harrison Ry. Co. to carry it on another dozen years or so. I can't complain about that as a fan. I can remember the B&SR from the 1920's but would hate to have missed the B&M era. A typical Portland operation was the wrecking down of the car houses at Bridgton and Harrison. As Everett put it, they said "our cars stand outside and so can yours". Considering that the narrow gauge cars included the priceless 1883 Laconia wooden items, that was rough.

I don't get the point of discussing #4 at random. Everett liked her, or so he told me. Maybe he enjoyed sauna baths. He didn't mention that. I am not interested in whether he ought to have liked her. He simply did . . . more than any other locomotive on the road.

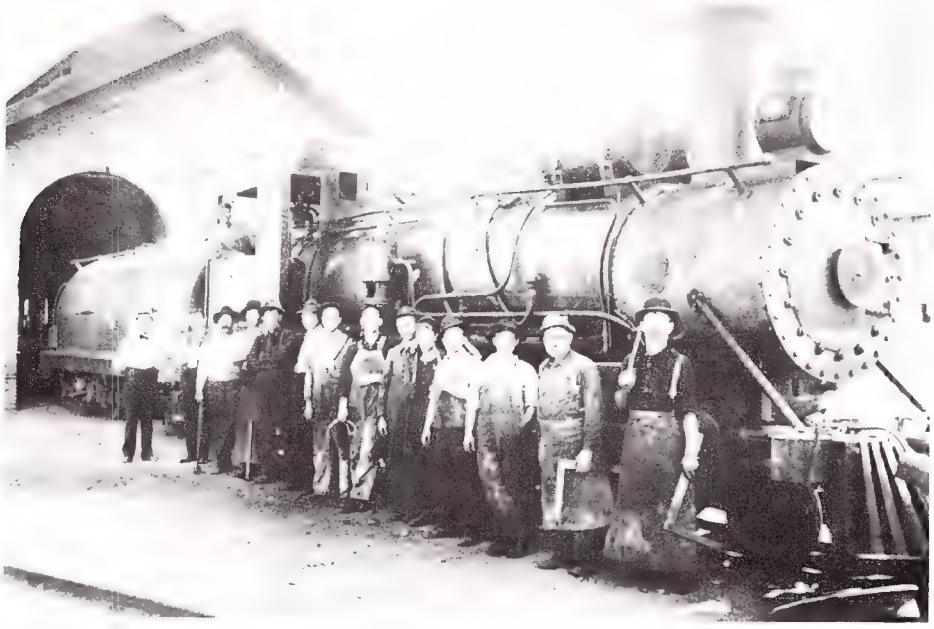
The final point to be made here is that Everett didn't go to work for the B&SR at Hiram, because the little road did not go to that place. It went to a place called Bridgton Junction, on the Maine Central line up the Saco Valley. Although not far from Hiram, it was a distant spot and a special stop for the Maine Central trains. Bridgton Junction was the outside world – and the men always said "down to the Junction". Never Hiram.

Dick

GAZETTE GALLERY

Edited by Gene Deimling

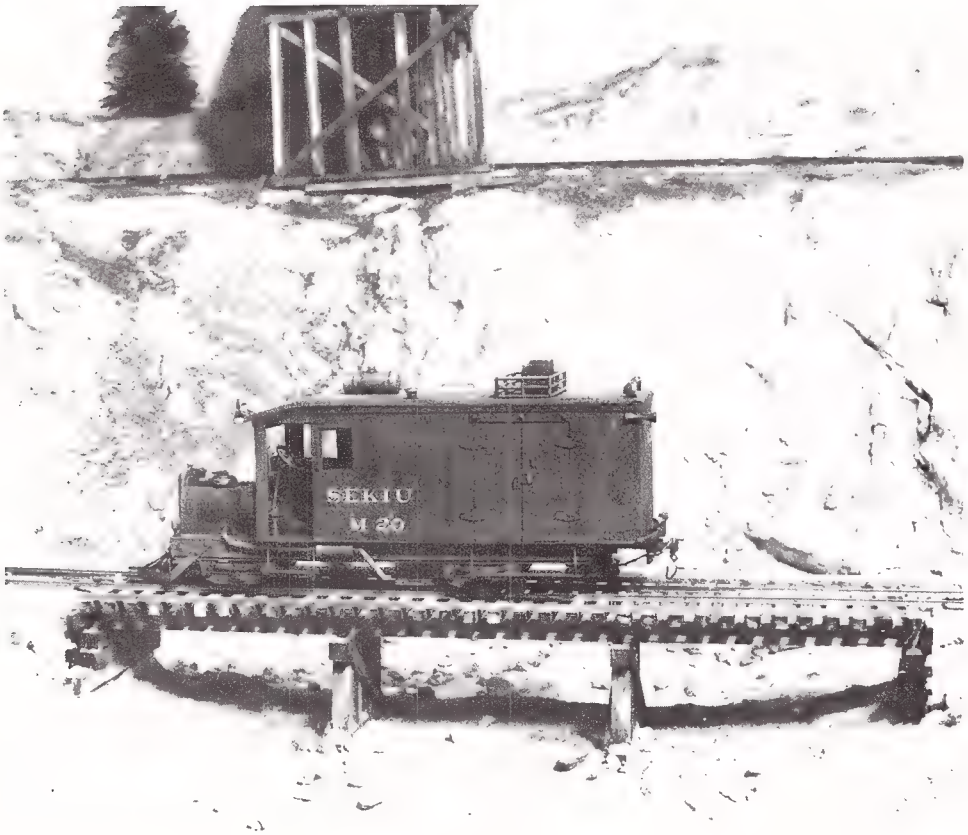
The Bridgton & Harrison's terminus at Bridgton, Maine has always been a favorite of mine. This photograph, taken in 1939, shows the layout fairly well. The yard is compact and simple yet has enough track and structures to add character to the scene. Notice the spring turnout in the foreground. You can find more information on this yard in Dick Andrew's column in the July/August 1980 **GAZETTE**. *Photo collection of Walter Olevsky.*



The Nevada - California - Oregon Railway's shop crew has turned out to have their picture taken with a recently delivered ten-wheeler (BLW #31445-1907). The locomotive was later transfered to the Southern Pacific's other narrow gauge operation, the Carson & Colorado. Note that the clothing of the shop force gets progressively cleaner as you scan to the left. The chap decked out in the white shirt, bow tie and straw hat must be the "super". *Photo, collection of Mallory Hope Ferrell.*

The next time someone notices that the coupler and pocket on your prize model is not quite right just point proudly to this photograph. Have you ever wondered how to hide that large motor in your geared locomotive? Just fill the cab doors with cords of wood. This little standard gauge Climax belonged to Prouty Timber Company of Timber, Oregon (ex-Saldern Logging Company #2, Grays River, Washington). *Photo collection of Mallory Hope Ferrell.*

Andy Howe sent in this rare view of a Colorado & Southern train in Golden, Colorado. Locomotive #71, the gondola and combine #20 are on their way up the Clear Creek line to their final resting place on permanent exhibit in the Central City area. The photo was taken in April 1941. *Photo by Louis Bolitho.*

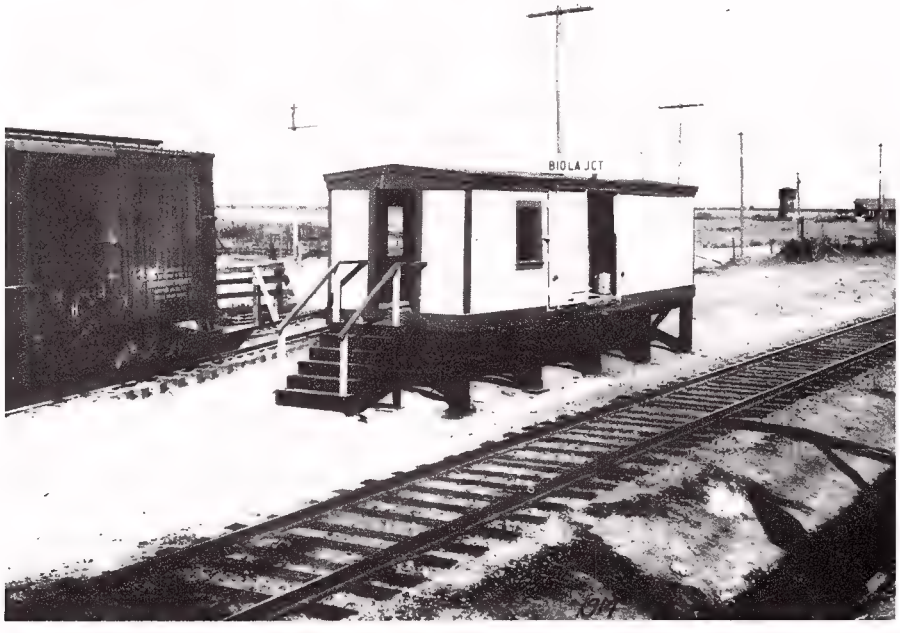


The First National Narrow Gauge Convention will be held in October of this year. The convention will feature a number of fine layouts and models. Jeff Saxton scratch-built this little On30 rail car. Jeff expects to have a completed On30 module at the convention. *Photo by Craig Brown.*

Ted Wurm sent in a selection of photographs from his extensive collection of Southern Pacific station pictures. These photos will provide inspiration to anyone looking for small unique station buildings.

This little depot was located on the Siskiyou Line not far from the famous "Cantara Loop". It looks more like a ticket booth in an amusement park than a station on the mighty Southern Pacific.

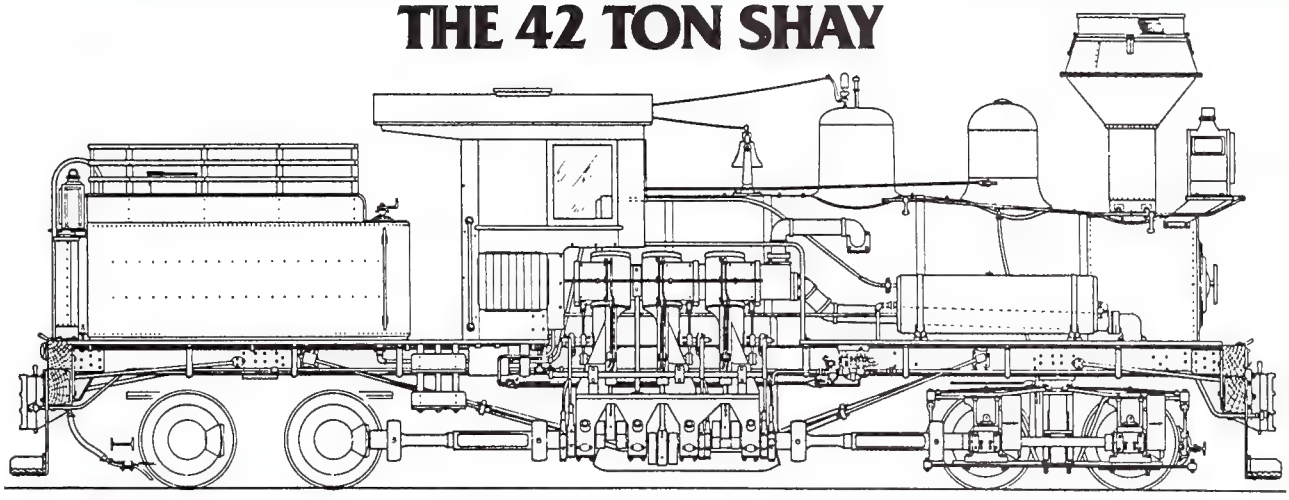
This little station once served Aromas, California which is located five miles north of Watsonville Junction near San Jose on the "Coast Line". The photo was taken around 1912.



Biola Junction, California, used a converted boxcar as a station for a number of years.

It has been several years since the Slim Gauge Guild of Pasadena, California had to tear out their famous model railroad. Here is a photograph showing the "glory days" of the Guild. *Photos by Don Heath.*

THE 42 TON SHAY



SUNSET MODELS
138 W. Campbell Ave.
Campbell, Calif.
95008

Sunset Models' very successful Shay program is continuing in "O" scale. We began with the Pacific Coast Shay that included Sunset's specialized drive system which allowed the locomotive to be powered by the drive shaft as was the prototype. Our Shay program continues with the Stoltze Land & Lumber Company 42 ton engine, the prototype of which was built in 1904. Originally constructed by Lima for the P.L. Howe Lumber Co., this narrow gauge locomotive went to W.H. Best Logging Co., at Bigfork, Montana in 1919, to F.H. Stoltze Land & Lumber in 1928 and then was retired in 1963. It is privately owned but still in existence.

The 42 ton Shay will also be available in On3 like the Michigan-California Shay, Dixiana and others too numerous to mention.

As always, with Sunset models, the 42 Ton Shay will feature full cab details, beautifully engraved detailing and fine operational features such as bevel gears, scale speed gear ratio and high torque Canon motor. If you already own a Sunset Shay you know about Sunset quality.

To "BIG" engine collectors: Watch for Sunset Models' Union Pacific series "early version Challenger" and the FEF-2 and FEF-3 "Northern" class.

Courtesy of Robert Sloan

Book Reviews

Rails to the Big Vein, The Short Lines of Allegany County, Maryland by Deane E. Mellander, Potomac Chapter Books, P.O. Box 235B, Kensington, MD 20795, 1981. Softcover, illus., 37 pages, $5.00.

Rails to the Big Vein is another of those books that will interest vintage standard gauge modelers. It is full of clear photographs of very early equipment including several shots of Winan's Camelbacks and some old old iron-tub type coal hoppers. There is a section on the Cumberland and Westernport Electric. There is also a very complete roster and appendix as well as plans for two locomotives, a passenger coach and a four-wheel caboose. The book is intended to be a companion piece to the author's recent *Cumberland and Pennsylvania: Western Maryland's Historic Coal Carrier*, Carstens Publications, 1981. *Bob Brown.*

Locomotive 346, The First Hundred Years by Dirk P. Ramsey and George E. Lawrence, Colorado Railroad Museum, P.O. Box 10, Golden, CO 80401, 1981. Softcover, illus., 40 pages.

Those of you who have visited the Colorado Railroad Museum have seen #345. This D&RGW C-19 has been restored and has been in steam on several occasions. This new book traces the history of #346 in great detail from its birth in 1881 to its re-birth at the museum. The locomotive started out as #406 and in addition to changing its number over the years also changed its outward appearance on several occasions. One time she had a bear-trap stack and another time she ran on the Montezuma Lumber Company as a logging engine. The book describes the various stages in the life of this old Consolidation. There are many photographs showing all of these stages as well as pictures showing the restoration work done to bring her back to life. There is a center-spread side-elevation by Harry Sherman and a small folio plan and full specifications. This is one of the few books I have seen devoted to one locomotive in such detail. It is a must purchase for all Colorado modelers and historians and a good purchase for all narrow gauge modelers. Don't miss it. *Bob Brown.*

The Alley Popper, A History of the Pittsburg & Susquehanna and Its Predecessor Companies by Richard D. Adams, 1980, Richard D. Adams, 56 Hill Crest Drive, Victor, NY 14564. Softcover, illus., 76 pages, $6.00.

This new book is mostly concerned with standard gauge. However the first chapters describe the early narrow gauge lines which preceded the P&S. This book contains many beautiful photos showing vintage eastern railroading at its best. There are lots of wooden hopper cars, and 2-8-0 coal haulers. The number of small lines mentioned is a bit bewildering to a westerner like myself. Such lines as the Altoona, Clearfield & Northern, the Altoona & Beech Creek, the Pittsburgh, Johnstown, Ebensburg & Eastern (wow) and the Altoona, Juniata & Northern are described. The cars, engines, wrecks, structures and the people who ran the railroads are all covered. The format of this book is very similar to the Thomas Taber, Ben Kline Pennsylvania logging series. If you are into eastern vintage railroading then look into this fine book. *Bob Brown..*

Atlantic City Railroad, The Royal Route to the Sea by W. George Cook and William J. Coxey, West Jersey Chapter, National Railway Historical Society, P.O. Box 101, Oaklyn, NJ 08107, 1981. Hardcover, illus., 172 pages.

I really enjoyed this book. It is a vintage classic and covers a railroad that ran from Camden, New Jersey across New Jersey to Atlantic City and other coastal cities. I know very little about New Jersey but it seems that there were several railroads competing for the fastest and most luxurious way to get merry-makers from the Philadelphia area to the coast for fun and frolic. The Atlantic City Railroad eventually became part of the giant Reading system. In the early days this system operated Camelback high-speed Atlantics and posh passenger trains at high speeds on well kept right-of-way. The engines, cars, trains, stations, ferryboats, signal towers, people, and events that kept these lines running are all described in this book. The ideas for vintage models abound and there are many track plans which should provide ideas for your layout. There are also several small plans of stations and other lineside structures. I recommend this book to you lovers of fine railways and the spit and polish that is lost in this day and age. *Bob Brown.*

Catalog No. 3 Listing Locomotive Parts and Detailing Kits in O/On3 for Locomotives & Cars by Precision Scale Co., 1980, 1120A, Gum Ave., Woodland, CA, 95695. Loose-leaf with rings, illus., 163 pages.

The new listing of Precision Scale parts is so long that it merits a book review. All of the parts now available, and many which will soon be available are listed alphabetically in this new catalog. As an example of the scope of the parts, there are 32 parts listed under Domes, and 45 pilot parts listed. The catalog lists all parts, detailing kits, wire, and other bits and pieces currently in production. Precision and Kemtron have combined into one giant source of parts. From now on order all Kemtron parts through Precision Scale Co. If you want to know what is available in brass investment castings order one of these catalogs. $8.75 at your dealer or $10.75 direct. *Bob Brown.*

Model Railroad Photography by Paul Garrison, TAB Books, Inc., Blue Ridge Summit, PA 17214, 1981. Softcover, illus., 176 pages, $9.95.

This little book on model railroad photography is very comprehensive. It is written for novice photographers using single-lens 35mm cameras. The book covers the basics of taking photos of model railroads, picking the right equipment, designing layouts for photography, scenery, what to photograph, interior photos of models plus special effects such as smoke and fire, photographing the real thing, using photos to create scenery, photo recording your models, using photos as a means to critique your work, color photography, and movies. The text is brief and to the point. The book is marred by very poor photo reproduction including the color. So while the book tells you what to do it does not practice what it preaches. However, this is the fault of the printing process, not the information provided in the book. If you want to get on with your own photography, make sure you look into this new book. *Bob Brown.*

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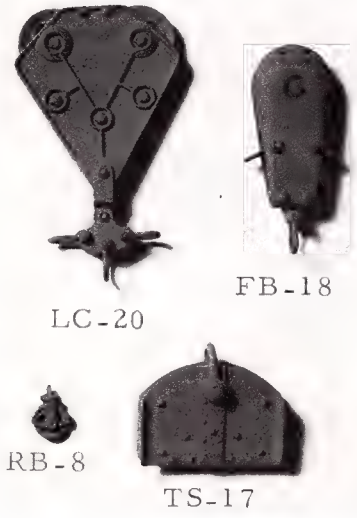

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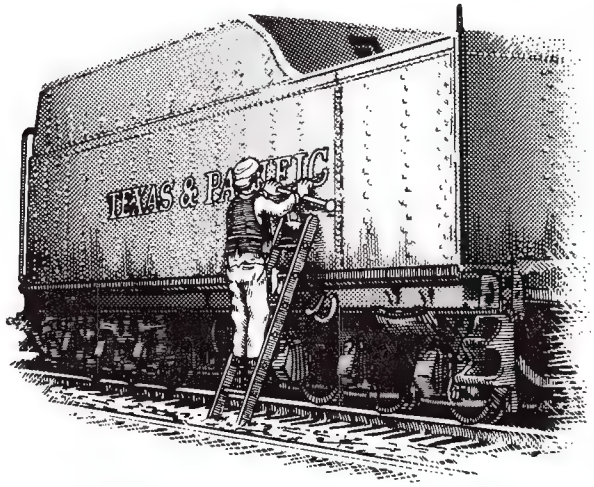

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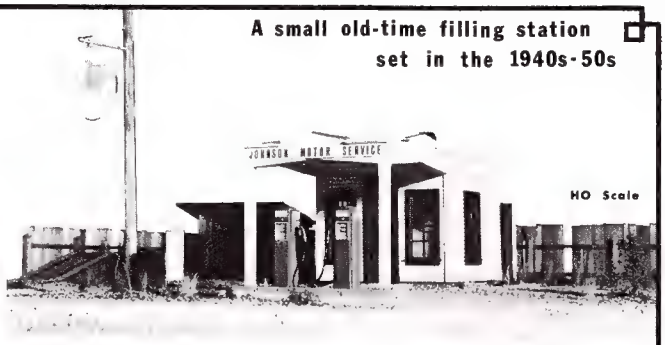

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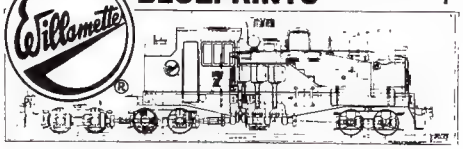

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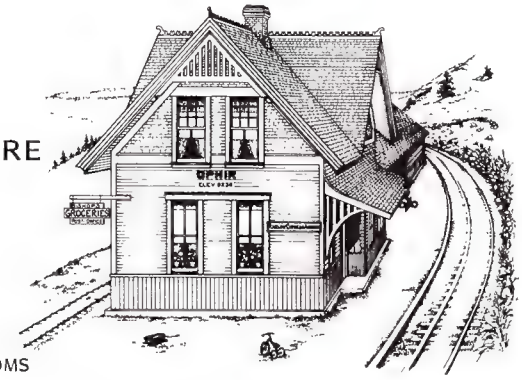

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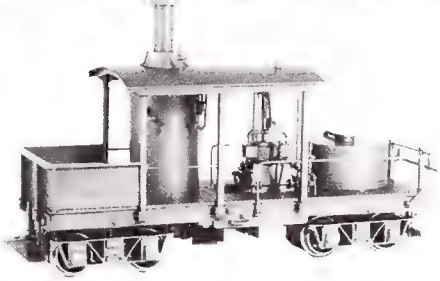

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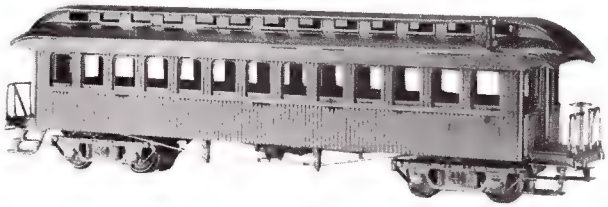

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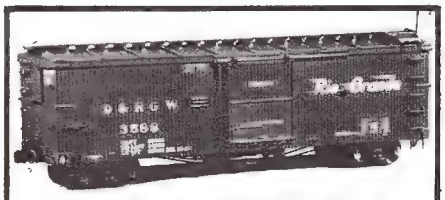

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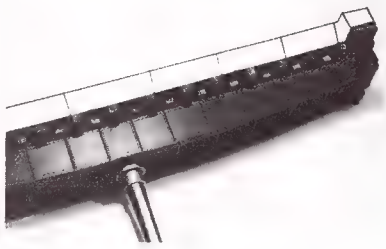

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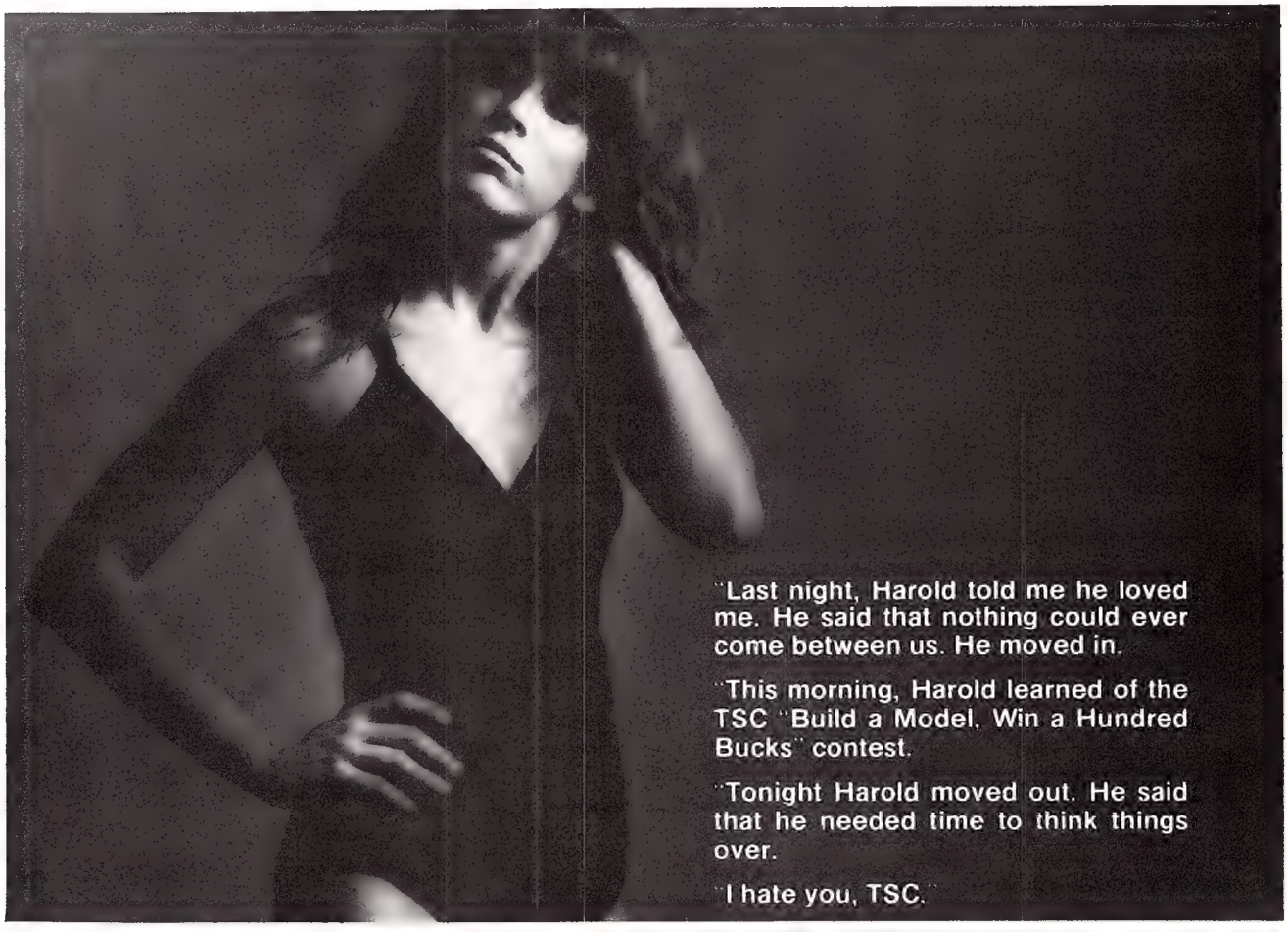
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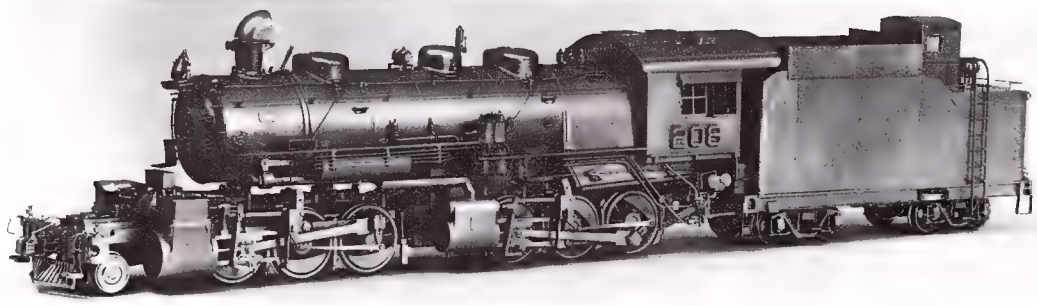

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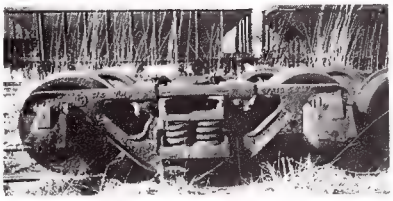

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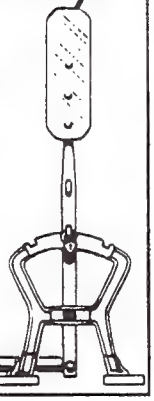

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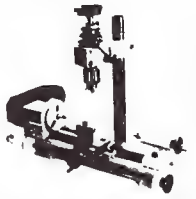

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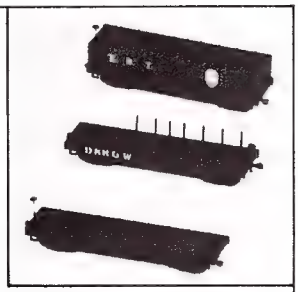

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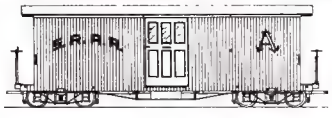

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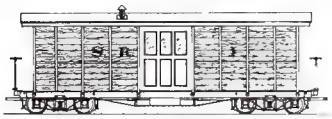

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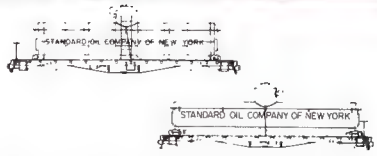

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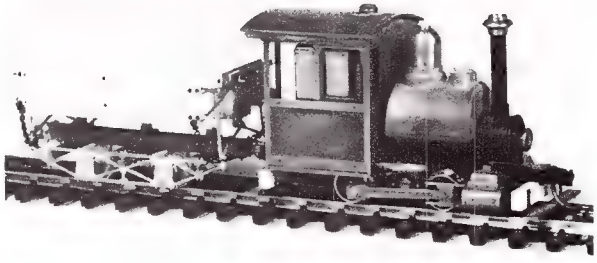

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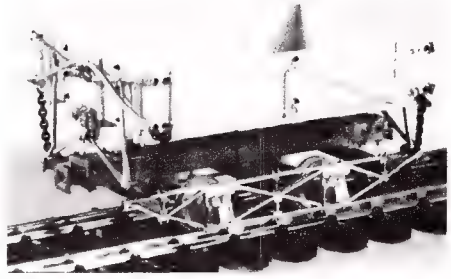

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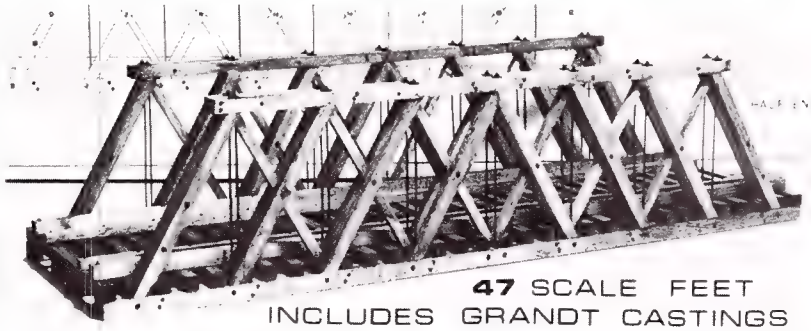

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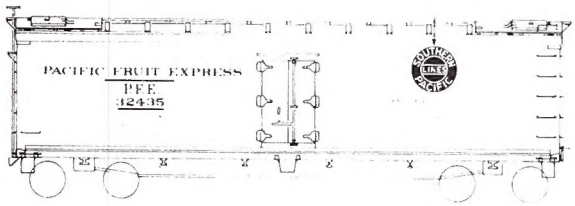

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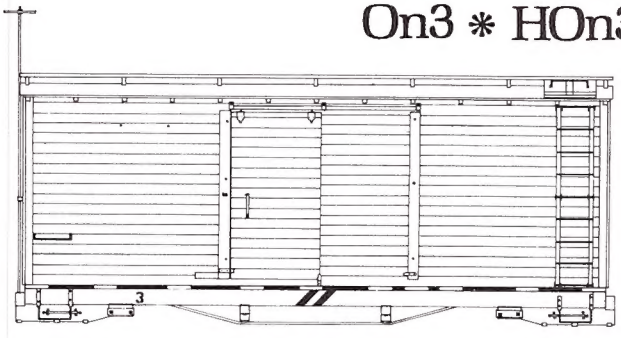

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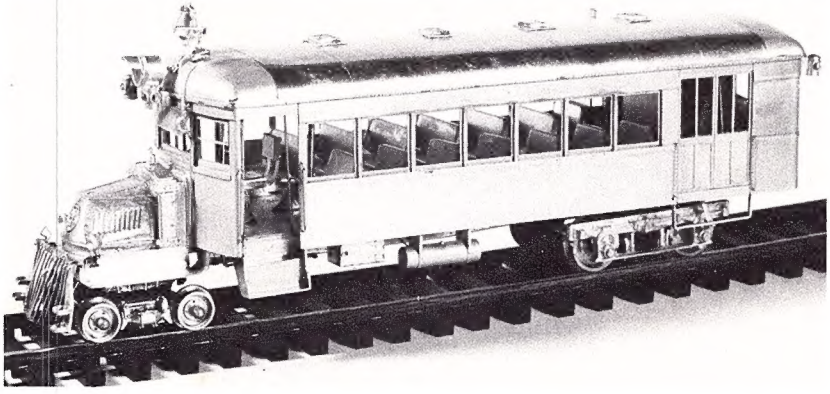

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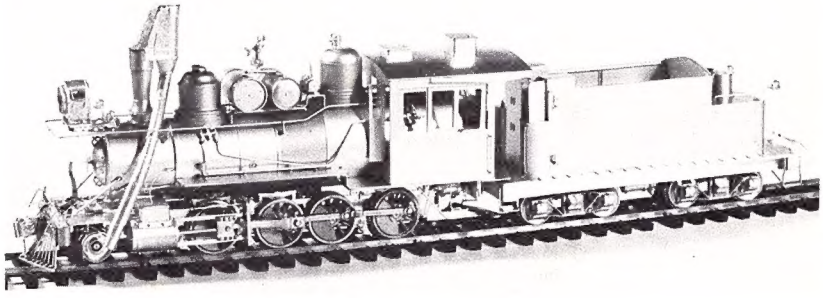

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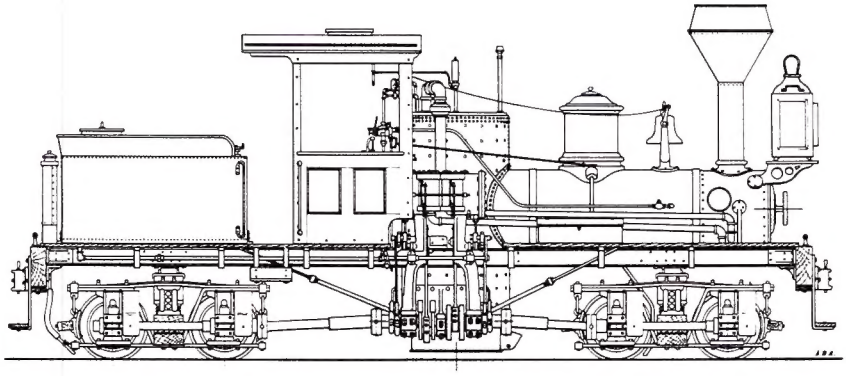

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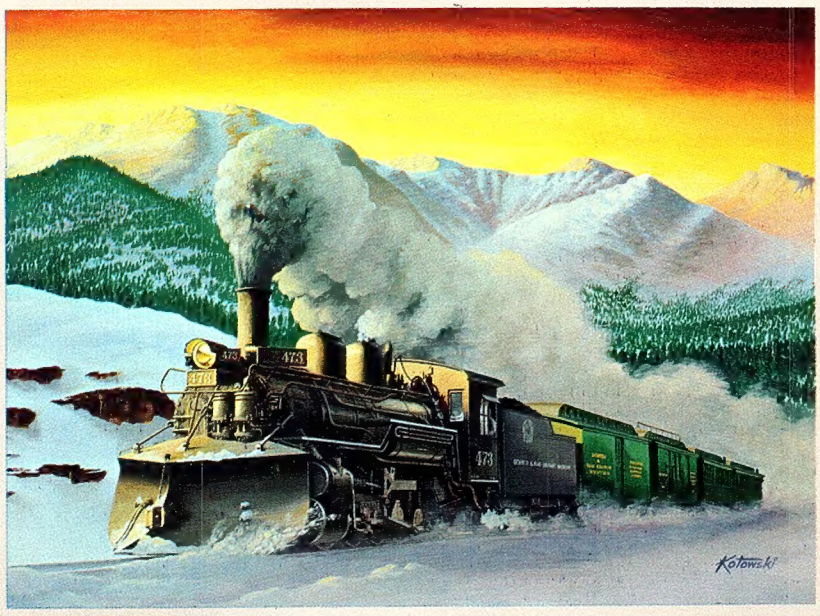

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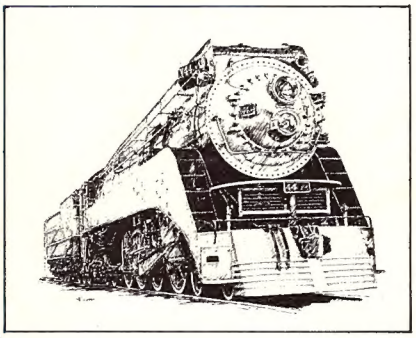

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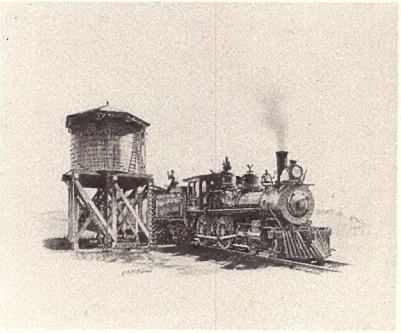

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